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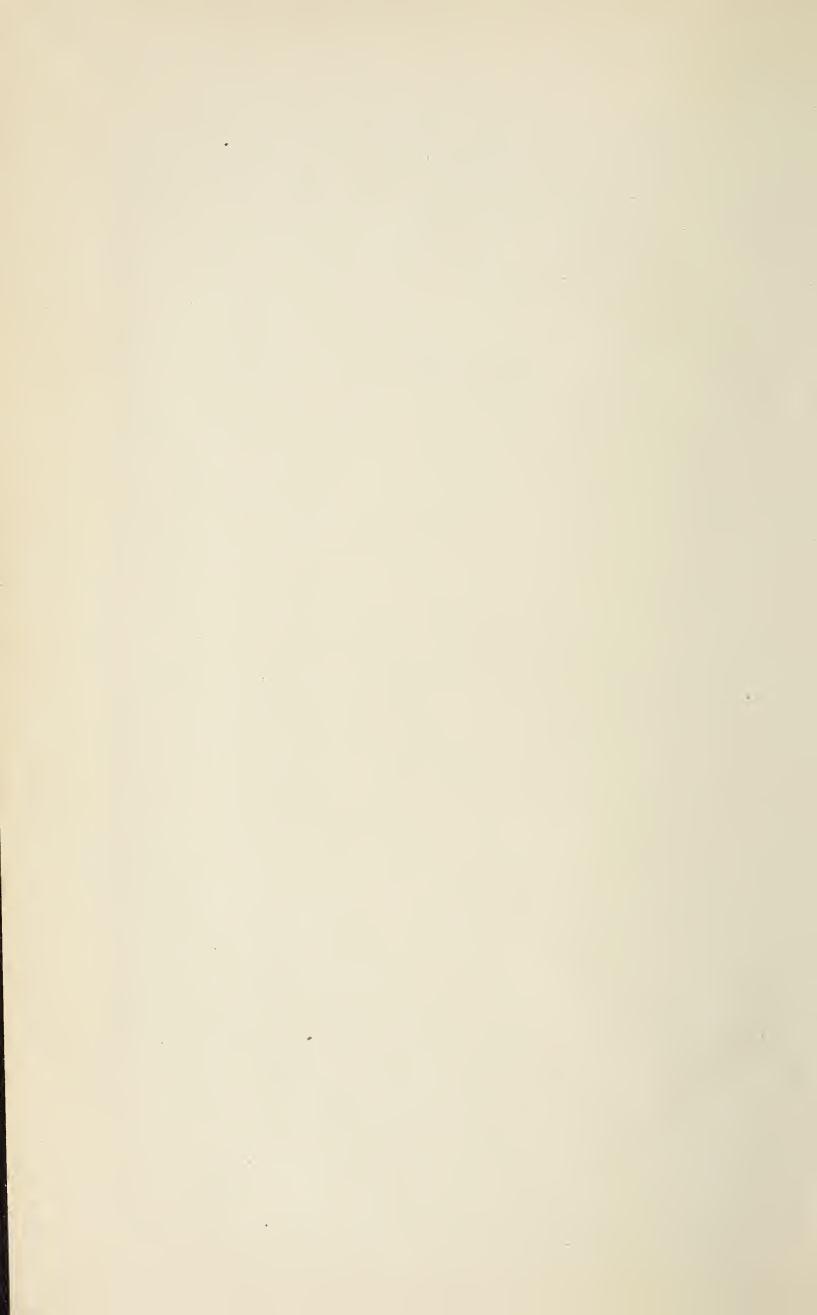
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HOW TO SEE NORWAY.

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NÆSDAL AND ITS GLACIER, NORDFJORD.

HOW TO SEE NORWAY.

BY

JOHN R. ^{Robert} CAMPBELL.

Og nok en Skaal for Norges Fjeld,
for Klipper, Sne og Bakker!
hör Dovres Ekko raaber Held,
for Skaalen tre Gang' takker.
Ja tre Gang' tre skal alle Fjeld
for Norges Sønner raabe Held!
Endnu en Skaal for dig, mit Fjeld!
for Klipper, Sne og Bakker!

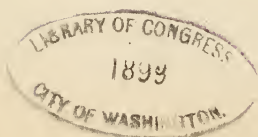
OLD NORSK SONG.

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P R E F A C E.

THE FOLLOWING PAGES are little more than a reprint of two papers on Norway, written by me for the *Alpine Journal*, viz. 'Travelling in Norway' and 'Excursions in Norway,' which appeared in the numbers for May 1868, and August 1870, respectively. These articles have been carefully revised and corrected for the present work, and in many places I have inserted some remarks which were wanting in the originals. To the above papers I have now added a new chapter on the coast route between Thronthjem and Hammerfest, giving the mail steamers' time-table, correct for last year; and, in order to render the little volume more complete, a map of the greater portion of Norway is appended, whereon the principal routes noticed in the text are shown by red lines. All the engravings are from sketches of my own.

That the present work has no claim to be considered a *minute* guide to so vast a country as Norway I need hardly say. I venture to hope, however, that embodying, as it does, an experience derived from

six summer tours in that country, it may still be of service to future travellers, by giving them in a condensed form the 'rules of the road,' with all necessary advice for those planning a first tour; by indicating, also, the features both of the country and its inhabitants most worthy of a stranger's attention; and, lastly, by affording some information respecting the choice of routes and the localities in which the best scenery is found. Several of the districts I have touched upon are as yet almost unknown to the travelling world, *e.g.*, that of Aardal leading to the great Mörkfos—probably about the grandest waterfall in the north of Europe.

My best thanks are due to the editor of the 'Norsk Rigtidende,' for the compliment he paid me by voluntarily inserting translations of both my papers in his daily journal; as also to the Norske Turistforening for giving a translation of the second (*viz.* 'Excursions in Norway'), a place in their interesting Årbog of last year.

JOHN ROBERT CAMPBELL.

May 4, 1871.

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HOW TO SEE NORWAY.

CHAPTER I.

Best Months for Norway—Steamers from England to Christiania and Bergen—Land route *viâ* Germany, Denmark, and Sweden—Luggage—Norwegian Money—Custom-house—Norwegian Language—Resemblance it bears to the Cumberland Dialect—Strong trace of Norwegian Blood found in the People of the English Lake District—Travelling, modes of—*Tolks*—Tariff for *Karjoler*, *Stolkjærrer*, and Boats—Guide-books and Maps—A Traveller's Expenses per Day—The Norwegian Horse—Remarks upon Driving—Certain Advice, which the reader will do well *not* to follow.

OF ALL MONTHS July is the pleasantest for travellers in NORWAY ; generally having a greater number of fine warm days in it than any other. June and August are also good ; although early in June the weather is frequently chilly, and towards the middle of August it often breaks or remains long unsettled. After August the days draw in rapidly ; nevertheless, tourists may remain without inconvenience from the climate another month or more. Sportsmen continually do so for the shooting. June and July have, naturally, an advantage in length of daylight over all the other months. In the North, during this period, there is no real night ; and even in Christiania, throughout the latter half of June, one may read by twilight at 12 P.M. By landing, therefore, at Bergen about the 1st of June, you have at least three good months before you to spend in a voyage up the Arctic coast, in exploring the more remarkable of those silver *Fjorde* which

run deep into the country, and in visiting portions of that wild web of mountains which, with hardly an interval of plain, extends over the whole of the kingdom.

It need scarcely be said that a country so large—whose picturesque localities, besides being numerous, are so widely separated, where railways are yet in their infancy, and through whose mountain-glens the traveller must, therefore, proceed either on foot or by *Karjol*—cannot thoroughly be ‘done’ in one season. Three months, however, enable a traveller to take a glance up the wonderful north coast, and afterwards, landing at Molde or Thronthjem,¹ to follow an overland route southwards, which shall embrace some of the grandest scenes ; or, if less ambitious, his whole time may well be devoted to an examination of certain districts—say those of the Nordfjord and Jostedalsfjeld.

I have made six pleasant summer tours in Norway, and still remain a stranger to several of the grandest glens. Let me honestly admit, however, I am but a lazy man on a tour, often spending weeks in a neighbourhood which pleases me, where most that is remarkable might be seen by more energetic travellers in a couple of days. My idea is, that much of the charm of Norway is derived from intercourse with the people themselves.

There are several routes from England to Norway, and a traveller, in selecting one, must consult his pocket, the time at his disposal, and his *seaworthiness*, i.e. capability of enduring a voyage. Some people suffer so much on board ship that they would willingly journey a roundabout way rather than chance a gale at sea. Storms on the North Sea are generally of shorter duration and perhaps less violent in summer than later in the year ; but you are never safe from them, go when you will. Now, the most direct way, as well

¹ The English call this town (the ancient capital of Norway) Drontheim. I prefer, however, giving it the Norwegian appellation ; and shall generally, in the following pages, write all proper names as they appear in *Norsk*.

as the cheapest, is by steamer from Hull or London to Christiansand. Messrs. Wilson and Sons' steamers leave Hull every Friday, and London (I believe) every Thursday in summer, and one may reckon on reaching Christiansand from Hull in less than 48 hours, except the weather be very bad. I once made the passage in something under 38, with their 'Scandinavian.' There is also the 'North Star,' from London, belonging to another company. Messrs. Wilson now have steamers from Hull to Bergen and other Norwegian ports, the times of sailing being of course well advertised. At Christiansand (where there is nothing to see) the steamers make a few hours' stoppage before proceeding on to Christiania—thereby making the whole voyage from England to Christiania one of three days. The course after leaving Christiansand being along the coast and up the Christianiafjord, is frequently through smooth water for the greater part of the way, whatever it may have been before. The first-class fare from Hull to Christiania is 4*l.*, exclusive of provisions ; and a return-ticket, available for the whole season, costs 6*l.* I believe the 'North Star' company charge about the same. I speak, of course, of what *has been* ; another year, fares and times of departure may be changed. Norway is well provided with excellent steamers all along the coast ; so that anyone landing at Christiansand has not long to wait—seldom more than a day—for a boat to the North. The coast route, however, between Christiansand and Throndhjem is hardly remarkable for scenery.

A somewhat circuitous, but very interesting route is the following :—Through Belgium and Germany to Hamburg ; thence (*viâ* rail through Jutland) to Copenhagen ; across the narrow strip of sea to Sweden, and up that country (nearly all the way by rail) to Christiania. This gives one an opportunity of spending a few days in the Danish capital, where, in the shape of museums, Thorwaldsen's sculptures, &c. there is a vast deal to see. The environs are very pretty, especially one or two royal parks, splendidly wooded with beech. By

a short *détour* Stockholm, too, may be visited on the way. It is the most charmingly situated capital north of the Mediterranean, and, including excursions in the neighbourhood, will occupy the traveller a week. That beautiful series of lakes linked together by short artificial channels, the *Göta Canal*, which, like a belt of water, joins the North Sea with the Baltic, may be included in the route. The scenery traversed by it is charming here and there, but never grand, the country being too flat. The lakes are most irregular in shape, studded with wooded islands, and bedded in an undulating country, which is almost a continued forest of birch and fir. Little cultivation is visible; at intervals you pass a log house painted red, and now and then a village in a clearing; but these are few and far between. The celebrated falls of *Trollhætta* (close to a point on the canal) are mere rapids, and the traveller need waste no time over them, as they cannot be compared with, I might almost say, a hundred in the sister land. Sweden, however, deserves a summer to itself; there is so much to interest one both in country and town. The ironworks and mines are, perhaps, the most remarkable features of the country, and well worth the inspection of all whose taste lies that way. During a summer I spent there, nothing struck me more than the hospitality of the Swedes. I landed without introductions and had no means of returning civilities, and yet in no part of the world have I met with disinterested kindness so great.

Next, with regard to luggage. In every mountain country you meet two classes of travellers: first, those who, prepared to walk and rough it, seek out Nature in her seclusion by glacier and peak; and, secondly, 'roadsters,' if such I may term that numerous and respectable flock who, following each other along some hackneyed route, content themselves with what grandeur of scenery the king's highway affords. Now, it is only the first class who can thoroughly explore Norway; and for them a knapsack must suffice, or, at all

events, such light baggage as a man can carry on his back. However, a vast deal may be done by leaving your heavy portmanteau at a roadside inn, making circular walking tours through the surrounding district, and then posting on to some other central point. A good many passes are traversable by ponies; and a pony will carry a portmanteau across his back, or two smaller packages (generally enclosed in nets made of birch twig), slung one on each side; but the whole weight for a day's journey ought not to exceed 100 lbs. As to the roadster, he can drag about much more. Should his own karjol be insufficient to hold all his luggage, he can hire two vehicles, or send a portion forward in a cart.

English circular notes can be changed at the principal towns. The Norwegian currency is tolerably simple. A *Specie Daler* is about 4s. 6d.; a *Mark* or *Ort* the fifth part of this, and divided into 24 *Skilling*. It is a good thing to have the greater part of your money in 1-Daler notes; those of larger value are often difficult to change. When posting, you are called upon for minute payments all day long; hence a leather bag of small coin is very handy; 12-Skilling pieces are the most useful.

I may here observe that passports are not required, and that the Norwegian custom-house seldom gives any trouble. Of course there are articles you pay duty on; for instance, jam, which some travellers have been known to bring; but the ordinary luggage of a tourist contains nothing liable to a tax. There are good shops in the chief towns, where most wants can be supplied. If you require water-colours, or fishing-tackle, you had better purchase them before leaving home; but capital 'birdseye' is sold at about one-third the English price.

Danish being a language understood by few who visit Norway, the profession of travelling interpreter has sprung up. A *Tolk*, as he is called, can generally be hired at Christiania or Bergen to accompany a party on their tour.

He is a travelling mouthpiece, and often a great bore. Where there are ladies, a 'willing' talk may save much trouble ; but he ought thoroughly to understand before you engage him that he is to act as servant in case of need. However, *à propos* of ladies in Norway, few of them will enjoy struggling through the wilder parts of the country ; the absence of comfort is too great, save for the 'very fast.' If they *will* go, let them keep to the main routes ; it is a mistake when they attempt more. Men usually manage to make their way without a talk, who is a being altogether different from a Swiss guide. He costs more than anyone of the party, for you have to pay for his horses, his board, and to give him a daler a day besides. The somewhat scant vocabulary in Murray (with sundry additions picked up on the road) is all that is essential to enable one to blunder along. Still, ignorance of the language is productive of constant inconvenience. Language is the key to travelling : it enables one to ask questions. Without it, one learns only by observation—few people, even along the grand routes, speaking any but their mother tongue. The usual inability of Englishmen to converse, many of whom know little beyond the two words 'Hest, strax !' (meaning 'Horse, immediately !') is almost a joke throughout the land.

Now, Danish (or *Norsk*) is the easiest Continental language we English can learn. This comes partly from the simplicity of its grammar, but principally from the affinity Danish words have with our own ; and I cannot do better than advise those who purpose travelling in Norway, and have time, to study Danish—say for a couple of months, under a master—previous to commencing their tour.

As no doubt most of my readers are aware, the modern language of Norway is identical with Danish in *print*, both Danes and Norwegians using the same dictionary and grammar. A few remarks on its construction, as distinguishing it from other tongues, although necessarily incomplete, may not be out of place here. The pecu-

liarities in the construction, are *principally* confined to two, namely, the position of the definite article and the formation of the passive voice. The definite article (where there is no adjective) is placed after, and joined on to, the noun. In form, however, it is the same as the indefinite, being *en* for the *common* gender (which includes masculine and feminine), *et* for the neuter, and, when used for the definite, *ne* for the plural of both genders. *En Dal*, for instance, means *a* valley; *Dalen*, *the* valley; *et Fjeld*, *a* mountain; *Fjeldet*, *the* mountain. *Öer* is the plural of *Ö*, signifying island; and adding the syllable *ne* to it, you get *Öerne*, *the* islands. A verb is changed from active to passive by the addition of an *s* to the infinitive. Thus *hade* is to hate; *hades*, to *be hated*; 'jeg hader,' I hate; 'jeg hades,' I am hated.

The pronunciation of the language is different in Norway and Denmark. The vowels *a*, *e*, *i*, *o*, *æ*, and *ö* (which last is properly *o* with a stroke through it) have, in both countries, nearly the same sounds as in German; *y* corresponds to the French *u*; and *aa* (*å* in Swedish) is pronounced like *a* in our word 'ball.' The consonants, also, are *generally* the same as in German; but there are exceptions to this, as in the case of *g* followed by *e*, *i*, *y*, *æ*, or *ö*. I may further mention that a *d* following another consonant is nearly mute. Thus, *Fjord* is pronounced *Fee-or*. Now Norsk differs from Danish principally in the sound of *sk*, when those two letters precede any one of the vowels *e*, *i*, *y*, *æ*, and *ö*. In the former language *k* is then sounded like *h* (as in Swedish), while in the latter it takes a complicated sound, which it would be difficult in a few words to explain. As an example, *Thee-skee* (tea-spoon) a Norwegian pronounces 'Tay shay;' *Skib* (ship) he calls 'sheeb;' whilst a Dane sounds the word almost like 'sk'yeeb.' I have dwelt rather on this subject as the majority of grammars are by Danes, and therefore the pronunciation taught by them is essentially Danish, no notice being taken of the Norsk.

Although Danish is the language of the educated, and is generally understood by all, the peasantry speak dialects (*Bondesprog*) among themselves, varying with the locality, but all of them retaining more or less of the *old Norsk*, the ancient language of Norway, of which Icelandic is a remnant. Many words used by the peasants are Swedish rather than Danish. Thus they say *honom* (him), *Vecka* (week), instead of *ham* and *Uge*, the corresponding words in the latter tongue, and hence it is difficult for a Dane to understand the peasantry in many parts of Norway.

The resemblance between our Cumberland, or rather Lake district dialect, and the Scandinavian languages is singularly striking. Below are a few examples. In the left column I have given Cumberland words, and in the right their *equivalents* in Norsk (save where otherwise stated); all words on the same line having the same meaning. The Cumberland terms I have spelt as they are pronounced.

<i>Barn</i> , a child	<i>Barn</i>
<i>Bane</i> , straight or short	<i>Been</i> (straight)
<i>Beck</i> , a stream	<i>Bæk</i>
<i>Brant</i> , or <i>Brunt</i> , steep	<i>Brat</i>
<i>Cleg</i> , a fly that bites horses	<i>Klæg</i>
<i>Fell</i> , a mountain	<i>Fjeld</i> (means <i>a</i> mountain, or a <i>block</i> of mountains)
<i>Force</i> , a waterfall	<i>Fors</i> (Old Norsk) and <i>Fos</i> ¹ (modern word)
<i>Gang</i> , to go	<i>Gange</i> (old word, the modern is <i>gaae</i>)
<i>Gill</i> , a mountain stream hemmed in by rocks	} <i>Geil</i> (Old Norsk, a cleft, or <i>Schlucht</i> in German)
<i>He-am</i> , or <i>Yahm</i> , home	
<i>Holm</i> , a small island	<i>Holm</i>
<i>How</i> , a little hill in a valley	<i>Haugr</i> (?) (Old Norsk)
<i>Ken</i> , to know, be acquainted with	<i>Kenna</i> (Old Norsk), <i>Kjende</i> (modern)
<i>Kilt</i> , part of a Highland costume	<i>Kyltl</i> (Old Norsk, meaning shirt)
<i>Lal</i> , or <i>Lahl</i> (some write it <i>Lile</i>), little	<i>Lille</i>

¹ This word in Norwegian books is often spelt *Foss*; I am unable to say which form is most correct.

<i>Lake</i> , a romp or play . . .	<i>Læk</i> (Swedish), <i>Leik</i> (Norsk)
<i>Late</i> , to seek . . .	<i>Leita</i> (Icelandic), <i>Leta</i> (Swedish)
<i>Mere</i> , a lake, a water . . .	<i>Myre</i> (meaning a marsh)
<i>Midden</i> , or <i>Middin</i> , a dunghill	<i>Mödding</i>
<i>Roantree</i> , mountain ash . . .	<i>Rongn</i>
<i>Scar</i> , escarpment or range of rocks	} <i>Skar</i> (signifying a col or indentation in the mountain-top)
<i>Slape</i> , slippery . . .	
<i>Tarn</i> , a small mountain lake .	<i>Tjern</i>

Many of the above are purely Norwegian words, unknown in Denmark. Nowhere in England is our Scandinavian blood so little intermixed with that of other races as in Cumberland and Westmoreland, and in saying this I am paying the North of England people no bad compliment. It shows itself, not only in the dialect, but also in the physiognomy of the people, and in some of their old customs, as, for example, that of firing guns over a house on the occasion of a wedding.

With the exception of the excellent steamers which run along the coast, those plying on the principal fjorde and lakes, and some short bits of railway (mostly leading from Christiania), there are no public conveyances in Norway. The roads and banks of the fjorde are portioned out into stages or *Skyds*, averaging in length from 1 to 1½ Norwegian miles—a Norwegian mile being about 7 English.¹ At the end of every skyds there is a post-house or *Station*, usually a farm-house, which supplies the place of an inn, and you hire a horse and trap (or a boat, as the case may be) from one such station to the next. The roads are wonderfully good along the main lines. They are kept in repair by the owners of the land through which they pass, each proprietor being bound by law to attend to a length marked out by posts. The common vehicles for hire at the stations are *Karjoler* and *Stolkjærrer*. The first is a sort of low gig, holding one. It is mounted on long shafts, from which is

¹ Except where otherwise stated, I shall give distances in *English* miles.

derived the spring, the weight being supported between the axletree behind you and the horse's neck. Your portmanteau is lashed to a board or frame over the axletree, and perched upon this is a man, boy, or sometimes little girl, who, after leaving you at the next station, drives back the horse. There is hardly any sort of carriage so easy as a karjol. Not so the stolkjærre (or 'seat cart'), which is apt to shake one to bits. This latter, the national carriage of the country, holds two, and is nothing but a tray on two low wheels, having a seat placed across wooden arms, which branch back from the shafts, to which their lower ends are fixed. The tray is a capital receptacle for luggage; but this ought always to be secured with a cord. I have driven hundreds of miles in these little carts, and often wish I had one in England. They are certainly not so comfortable (especially over rough ground) as a karjol; but it must be borne in mind, that to see Norway a man must rough it (save on the beaten track); and one who cannot jolt in a cart, sup on porridge, and sleep with a flea, had better never go there. He will enjoy himself more on the Rhine.

Many tourists engage karjols at Christiania, and keep them until they return there; the advantage in doing so being that your luggage has not to be shifted at each station. I once was foolish enough to buy a new one, which I afterwards sold at a loss of about 2*l*. Men bound on mountain expeditions ought never to encumber themselves with such lumber, for it can only be taken along a road or in a boat; and at the foot of the first mountain pass you must leave it or send it home. Stolkjærrer are to be had at nearly every road station; karjols less frequently—only on the great lines.

Without going fully into the scale of charges for horses and boats, I may mention that you pay by distance, and that the prices are all fixed by law. Stations are of two kinds, *fast* and *tilsigelse*. At fast stations the postmaster (*Skydsskaffer*) is bound to keep a certain number of horses

for the public service, and which are supposed to be ready at hand when the traveller arrives. On most of the main routes now the stations are fast. On the other hand, the *tilsigelse* station-master need possess few horses of his own, the farmers living within a certain radius being bound to supply the stage in turn. So that, landing at one of these latter stations, you must not grumble should you have two hours to wait—the only horse you are entitled to possibly being fetched from a distance of $3\frac{1}{2}$ English miles! I am painting about the worst case, for I have seldom had long to wait myself. Some people when they journey send a *Forbud* on before. This messenger (often their talk) orders the relays to be ready at the time they expect to arrive. Where the party is numerous, this may be all very well. It greatly depends on the road—whether it is one much frequented, &c. But there cannot be a greater mistake than travelling in a swarm. A party ought not to exceed two or three, many of the smaller stations possessing but one decent room. My plan has generally been to travel quite alone, and to start early of a morning.

A horse taken from a fast station costs 36 skilling a *Norwegian* mile; a *karjol* 6 sk., *stolkjærre* 4 sk. Two travellers in a *stolkjærre* is termed a *halvanden* (i.e. ‘one and a half’) *skyds*, and horse and cart together are then charged half a *daler* a mile. From *tilsigelse* stations horses are only 24 sk. a mile, vehicles the same as from the ‘fast.’ Here, however, the *skydsskaffer* is paid 4 sk. per horse for the stage (independent of its length). In addition to these authorised charges, the boy who accompanies you expects a trifle for himself. The English generally give 6 sk. a mile—this is called *Drikkepenge*, or drink-money. Thus it will be seen a horse and *karjol* cost about 2*d.* or 3*d.* an *English* mile, according as they are hired from a *tilsigelse* station or from a fast ditto.

Boating is charged according to the number of oars. There are also the two kinds of stations, as before described

in reference to land. From fast stations two men and a boat come to 2 marks 8 skilling a Norsk mile. With three pulling, the fare is 3 m. 12 sk. From *tilsigelse* stations a boat and two men cost 2 m., with three men 3 m. At these latter stations (not the 'fast') you pay 2 sk. per rower (*Tilsigelse* to the station-master) for the whole stage.

There is an annual publication called the *Lomme-Reiseroute*, or pocket route-book. It is the 'Bradshaw' of Norway, and can be bought at any of the towns. It contains all the laws of posting and boats, with tables for calculating the charges at a glance. All the principal roads are laid down, with the distances between each station and the next. The best sleeping-places are indicated; the game laws are explained; and besides all this, there is a syllabus of mountain tours. Mr. Bennet, a most useful English gentleman resident in Christiania (who furnishes karjols, arranges with tolks, &c.), publishes a book on the same plan as this in English, and the traveller will do well to procure either one or the other. As to the larger guide-books, I like Murray. There may be little inaccuracies here and there, owing to changes in stations, &c., and it would be well were there a *completely* revised edition, but, as it is, it is a capital book. Of travelling maps, the *Veikart*, by *Waligorski og Wergeland*, appears to me to be the best. New maps on a large scale are gradually appearing—sheets of which might be serviceable to any one confining himself to certain districts.

About 10s. a day ought to cover a man's expenses—supposing him not always driving about in a karjol. A pedestrian would not spend more than half this; indeed Mr. Williams, in his 'Norway with a Knapsack,' seems to have got along much cheaper. I think, however, he roughed unnecessarily. To read his book, one would think he delighted in misery. If you travel for pleasure, drive where there is a road. The expense of living is trifling, compared to what it costs in most other countries, but the charges at different stations vary very considerably. From 2s. to 4s. 6d. a-day

may be reckoned an average—exclusive of the capital bottled beer (*Bairisk Öl*, at about 5*d.* a quart). The *cuisine* is of the simplest, seldom comprising fresh meat, save on the principal roads. In the towns the charges are much greater than what I have mentioned. In some of the favourite hotels an extra price is put on for the English—at least, so it is said. The English, by their lavish expenditure, are fast spoiling the country both for themselves and for other travellers, and this is not merely *my* opinion, but the opinion of all Norwegians with whom I have conversed on the subject.

The Norwegian horse, or rather pony—for few of them stand fourteen hands, and they are generally much smaller—is an animal one can hardly praise too well. In no country that I am acquainted with, save Iceland, are these little animals, as a class, so good. The traveller must not take for examples some of the sorry specimens he may be wearied with on a highway journey, as that from Christiania to Throndhjem. Even along that road there are many fine goers, albeit in the summer they run 40 to 50 miles a-day. Horses in Norway are not worked under four years old, hence most of them are goodlegged and surefooted, if wanting in other respects. Few get any corn, and indeed they are often brought in straight from the fell and yoked to a karjol or cart. With this they jog along over hill and dale, willingly doing six or seven miles an hour, or, if the road is very level, ten. But the constant succession of hills, many of them very long, prevent one's going the speed such ponies would accomplish on a flat. A good pony costs generally from 10*l.* to 15*l.*, but prices of course are uncertain, and one of the best I ever drove had been bought for about 2*l.* She was fourteen years old when I saw her; but that is nothing in the way of antiquity—often you get one a veteran of twenty, and still good. During six summers in Norway I have driven many score, and I never saw one exhibit temper, nor have I ever had one down. There are horse fairs

during the summer at Thronthjem ; also one close to *Holmen*, a station in *Gudbrandsdalen*, and perhaps in other parts of the country.

English tourists are acquiring an unenviable notoriety among the people for furious driving. Norwegians are exceedingly fond of their horses, which are brought up from 'foalhood' in friendship (if I may so term it) with the family to whom they belong, and therefore have no fear of man, and are generally unused to the whip. You rarely see a Norwegian flog his horse. He urges it forward with a peculiar kissing sound of the mouth, and checks or stops it—even at full trot down hill—not by tugging at the reins, which would be useless with many ponies, owing to their having hard mouths, but by a singular kind of 'bur-r-r!' made by vibrating the lips. In fact, if you wish to know what kindness *versus* brutality will do in the rearing of horses, go to Norway.¹ I would earnestly recommend those who travel by karjol to humour the feelings of a nation in this respect ; in short, to drive the horses as if they were their own property. Every pony has his pace, and you seldom gain a quarter of an hour on the seven or ten mile stage, whether you let him go that pace or distress him (and his owner) by pushing him beyond it. I have seen young Englishmen tear along as if they were tired of life and did not mind how soon they lost it by a good smash. It is true the ponies are celebrated for rattling fast down hill, but there is a limit to the speed, or you are liable to come to grief ; and it ought also to be borne in mind that for *any* damage to the horse, resulting from carelessness or over-driving, the traveller is responsible and may be compelled to pay. Norwegians are never in a hurry ; and persons sub-

¹ Those of my readers who, like myself, take an interest in the subject, will be glad to learn that there exists in Christiania a society for the prevention of cruelty to animals, called *Foreningen til Dyrenes Beskyttelse*. It would be well if more of its agents were appointed to watch the posting along the main roads, e.g. that from Christiania to Thronthjem.

ject to that state of mind will be in misery the whole way—the troubles they endure not creating the slightest sympathy in the lookers-on. You have to wait for horses, boatmen, the steamer, and frequently for something to eat.

When driving, it is prudent to keep an eye on the harness, always inspecting it at every change. I have had a rein come loose from the bit whilst trotting down hill with a weak pony and a heavy cart. I stopped the little animal by making the usual ‘bur-r-r!’ There are no traces, the collar being attached to the shafts by iron loops projecting from it, which pass through slots in the latter near the points. Pegs are put through the loops (outside the shafts) to secure them, and these often shake out on the road, if carelessly fixed.

Were I disposed to offer anyone about to start for Norway the *worst* possible advice—that most calculated to render his life a burden to him from the beginning to the end of his tour, it would be this—1. Join a large party. 2. Be sure to take plenty of luggage, including above all things a huge box of English provisions; a soldier’s rifle, in case you should meet a bear, and a couple of salmon-rods, in order that you may be prepared for the *Alten*, or any other good stream your fancy may bid you try. 3. Choose some well-advertised route, thronged with travellers; and determine to ‘do it’ for what it cost Smith or Brown last year, even to a skilling, and in the same number of days. 4. Order station-masters, and others in attendance, about as you would servants in dear Old England; and if they fail to obey you, or appear wilfully dull at comprehending your Norsk, take the law into your own hands and punish them. 5. Always drive as fast as the horse will go—you get over your tour so much quicker by that means—and never dream of dismounting before the steepest hill. You pay 3*d.* a mile for the animal, so need not listen to any remonstrance on the

part of the boy. *If* you understand his gibberish about cruelty, tired horse, danger, and such-like trifles, tell him you know how to drive better than he does, because you are 'an Englishman.'

One word more. Publish your experiences of Norway on your return, simply as a warning to future travellers.

CHAPTER II.

General Aspect of the Country—Trees, most common—Construction of Country-houses—*Gaards*—Food—Pauper Regulations—Cultivation of Land—Irrigation—*Sæter*, or Summer Cheese-farms—Cattle—Natural Politeness and Good Feeling characteristic of the Norwegians—Division of the Country into *Amter*—Public Functionaries—Army—Church System—*Landhandler*—National Character—Scarcity of Blackguards—Educational System—School Books, and what Children are taught—Birthplace of English Nursery Tales—Field Sports—Ptarmigan (*Ryper*) and other Birds—Game Laws—Wild Reindeer—Beasts of Prey—Bears—Fruit (*note*)—Salmon-fishing—Trout-fishing—Singing Birds, scarcity of.

THERE are few towns inland, and you travel hundreds of miles without passing through what may be called a village. The mass of the population, which altogether is but half that of London, consists of either farmers or people connected with fishing. They live in isolated dwellings dotted along the main valleys, or bordering a fjord. Here and there a group of two or three farms may be seen. The country generally is wooded (where the slope is not too steep) to a considerable height, save about farm-houses, where there is more or less cultivated land. Spruce-fir is the reigning tree in the south, although beech, oak, birch, and other kinds, are locally common. Above *Lillehammer*, as you journey northward, this gives place to Scotch fir (*Furutræ*), which is, perhaps, the prevailing timber over the larger part of Norway. Spruce, however, appears again in several localities north of the *Dovreffield*, and is common in *Valders*, on the road from Christiania to Bergen. Far up in the north there is little growth but birch and alder;

neither do you find any but the latter trees in the high glens throughout the land. Birch, alder, and aspen are cut during the summer, made up into faggots, and dried in the sun. These are given to cattle in winter, which eat the leaves, thereby economising the consumption of hay. The higher valleys for the most part remain uncultivated, and merely furnish pasturage for cattle. The majority of them are uninhabited (save in summer), and any road through them is a mere track.

The houses all over Norway (except in the large towns) are built of logs. Wood is found cheaper and easier to work than stone. Besides, stone walls require mortar, and the country contains little limestone ; indeed, I have seen none. The fir-baulks, forming the walls of a house, are laid horizontally, piled one upon another, the interstices being caulked with moss, and are notched into those forming a contiguous side at the angle. The roof is covered with sod in the poorer dwellings and out-houses, and often you see a tree shooting up from the housetop ; but the better class of houses have tiles or slate on the roof, excellent slate being found in some districts. I have noticed a remarkable formation of it on the Christiania and Throndhjem road. Most houses are two-storied, and internally fitted up plain. Of course the style varies with the wealth and taste of the inhabitants, but you seldom see anything like the luxury found in an ordinary English gentleman's home.

A *Gaard*, or farm establishment, consists of so many detached buildings that, viewed from a distance, it has the appearance of a village. The living-house, stables, cow-house, houses for sheep and goats during the winter, barns and store-room, form its component parts. But, besides these, there are lodging for dependents, cottages occupied by tenants, and sometimes a schoolroom for children of the neighbourhood—all included in the *gaard*.

The Norwegians, as a nation, live on very simple food. Among the peasantry, who are a wonderfully healthy race—

equal, if not superior, to the English in stature—porridge (*Gröd*),¹ sour milk, and *Fladbröd*, which resembles our oat-cake, make up the staff of life. Numerous as cows and sheep are, fresh meat is, in country places, a treat, as people only kill in the autumn, and then most of the carcass is salted and dried, forming what is termed *Spegekjød* (cured meat), and is eaten without further cookery. The mutton done in this way tastes like mutton ham, hard as leather, but not unpalatable; indeed, I rather like it when out on the fells. Of course in the towns living is on a better scale; so also at the large stations, where you often get salmon and trout. Good coffee is common, even in the dirtiest hovel; so are eggs.

Out of the beaten track, there are naturally few stations or public accommodation of any sort. By beaten track, I mean a post-road or steamer route along a fjord. When travelling in such places, the custom is to ask for lodging at the best-looking farm. The people give you what they have, and, except the house belongs to a gentleman, you pay a trifle when you go away; two marks are generally ample, should your hosts refuse to name a charge.

Except during a famine arising from failure of crops, &c., great wealth and extreme poverty are alike uncommon among the peasant class. There are, however, a considerable number of the population who, from age or other causes, require support—and instead of being incarcerated in workhouses, these poor people are told off to the different farms, there to be fostered at the expense of the owners of the soil. The 'family pauper,' often a very old man, with long white hair, is sometimes a conspicuous feature in the domestic economy of a gaard.

The quantity of land under cultivation is seldom great. Some farms may have forty acres, but commonly they have less; a patch of potatoes, and an acre or two of barley,

¹ Generally made of barley or ryemeal; sometimes, but less commonly, of oatmeal.

being frequently all that is planted about a gaard. Throughout the western half of Norway, barley is the commonest grain,¹ and next to that rye. Other districts produce oats; but wheat is comparatively little grown. The Norwegians are not good husbandmen, although government sends agricultural instructors through different parts of the country every year. Each instructor (or *Agernomer*) takes a certain district, and visits all the farms in it in succession. He himself receives his education in a school of farming, of which there are several. The shallowness of the soil over a great part of the country is an obstacle to good crops; and then there is a want of capital to work with. A system of irrigation, which might be applied in other countries, wherever there is a running stream above a slope, is the following. Water is connected from a rill or burn, sometimes a distance of two miles, in a line of troughs formed of pine trunks grooved out. These are placed with a slight incline, the thin end of one overlapping the thick end of the next below; the whole being supported on props or projecting crags, and thus carried along the mountain side above the fields. The stream can be discharged at any point, or diverted into another similar channel. Where it is wanted during the long periods of dry weather which often occur, it is allowed to escape into a hole, and from this is pitched, with a wooden scoop, over the crop below. After tossing a sufficiency over the land within reach, another pool farther on is dug, the stream led into it (either from another part of the trough or by a gutter), and the operation repeated.

The principal part of a man's property lies in pasture land and wood; and cutting and securing the scanty hay, even from every insignificant green strip, perilously situated high up among the crags, is the grand business of the summer, at which everyone assists. It often requires all their energies to procure fodder enough for that dreary

¹ It is cultivated to some small extent as far north as *Tromsö*.

winter time when the cattle are all housed and the country is under snow. The mode of haymaking is curious. A kind of tall railing, formed of upright posts, to which four or five cross-pieces are lashed with birch twig—and I may remark they use birch in a hundred cases where we should employ rope—is erected in the field, or on the fell, and they dry the grass by hanging it over and packing it between the rail. A large hayfield contains several such constructions, looking like so many green screens. Again, corn is never built into what we call *stooks*. Generally the sheaves are placed one above another, with a tall upright pole passed through the whole. Possibly, there may be some advantages in these systems, as both hay and corn have good ventilation, and are out of the reach of flood.

In addition to land in the valley, every gaard has a large tract of mountain pasture, with a cheese-making establishment on it, called a *Sæter*. The cows and goats are driven to this in summer, and remain there two or three months, tended by people (chiefly girls) from the valley farm. The sæter buildings are one-storied huts, each containing two rooms. The outer apartment, which is fitted up with a hearth, a table, and a coarse bed, is the living-room; the inner one is the dairy, containing the cheeses and implements used in their manufacture. A sæter is frequently two or three Norwegian miles from its gaard. Often several, belonging to different proprietors, form a group in a mountain hollow; sometimes you see them by the shore of a tarn. Of the various kinds of cheese made, one is *gammel Ost*. The name signifies 'old cheese.' A good one reminds one of Stilton in the very last stage of decay. *Myse Ost*, another kind, is made from goats' milk, and has a sweetish flavour. It is the colour of Windsor soap, and nearly the shape of a brick.

Cattle run very small, seldom bigger than our black Scotch, but of a different breed; the land, it is said, not yielding grass enough for animals of a larger growth. Sheep also are diminutive; a man might easily carry two in his arms.

After being milked of a morning at the sæter, the cows graze about on the fell. Often they are driven to a distant part of it, and then left to take care of themselves. In some districts, at least, they return towards evening alone. I once saw thirty cows, unaccompanied by either boy or dog, wending their way to *Bævertun* sæter on the *Sognefjeld*. They had been by themselves all the day, and were then coming home to be milked. They travelled at least seven English miles through a craggy glen, following each other in a string; and in one place I saw them cross a brawling glacier river, when the water was up to their shoulders.

I would here observe, for the benefit of those of my readers who desire to learn more about Norwegian farming, that no work contains a better account of it than that by Mr. Laing. Laing's 'Residence in Norway,' describes, also, the social and political institutions; it gives his experience of life among the people, and is the best book of the kind I have read.

At stations in the less frequented parts of Norway, the traveller is treated rather as a guest than as a lodger. He is expected to join the family circle, especially at meals, and may often meet very friendly society, supposing him to speak a little Norsk. The young ladies are often musical, and now and then understand English. There is nothing of the loneliness a stranger feels at an English country hotel. The Norwegians are a ceremonious people in matters of politeness; so are the Swedes, even to a greater extent, whilst we English are perhaps nationally the reverse, and no doubt frequently appear guilty of impoliteness where none is intended, owing to our ignorance of their customs and etiquette. Thus, Norwegians are most scrupulous about taking off the hat; they doff it in saluting, and always when they enter a house or shop; and should you meet a man on the road, he generally says, '*God Dag*' ('good day') or '*Godt mödt*' ('well met'), and stops to have a chat. At your departure from an inn, the host (and

all his family sometimes) wish you a '*lykkelig Reise*' ('happy journey'); and should you return by water, you are greeted on the shore with '*velkommen i Land*' ('welcome to land!'). Again, after the simplest repast everyone replaces his chair, and all in succession shake hands with the hostess, saying, '*Tak for Maden*' ('thanks for the meal'). She generally answers, '*Vel bekomme*,' and there is a shaking, or rather squeezing, of hands all round. These, and many other observances, trifling as they appear, show, in my opinion, the natural politeness and good feeling characteristic of the nation.

Norway is divided into twenty *Amt*, each under an *Amtmand*, who corresponds in position to our lord-lieutenant, except that he is of ten times the use. The *Amtmand* actually governs a portion of the country, being immediately under the king. Inferior to him in rank are two classes of civil functionaries, the *Foged* and the *Sörenskriver*. There are a great number of each, appointed to certain districts. The *Sörenskriver* is a district judge, civil and criminal combined. He is a paid officer—amateur justice in the shape of country magistrates being unknown. The execution of the law devolves upon the *Foged*, who may be likened to a sheriff. Next to these come the *Lehnsmænd*, of whom every parish contains one or more. These act as police, auctioneers, and have a variety of duties besides.

The army, at least the greater portion of it (exclusive of artillery), is a kind of militia. Like as in our militia, the men serve only during a portion of the year; the number of weeks per annum depending on length of service; being greatest for recruits. With few exceptions, all young men are bound to serve. Each corps is recruited from a particular district, where the captain resides, who receives pay from government all the year round, and a gaard to live in. The men are paid only during the time they are out for drill.

A Norwegian parish (*Præstegjeld*) is frequently very large

in area ; generally containing, besides the parish church (near which is the *Præstegaard*, or 'manse'), one or more other churches (*Annex Kirke*), often twelve or fourteen English miles apart, and the clergyman gives a Sunday to each in turn. Often, however, the weather prevents his attendance at an annex, the journey to which may be several miles over a stormy sea.

There being hardly any country towns, articles of daily use are supplied by general dealers, called *Landhandler* (country dealers), who are often the leading people in a place. Many of them are rather superior in education to the farmers around. Most of the large stations have a *Landhandelri*, or shop of this kind.

Few people are without employment, either in farming or fishing ; and, with the exception of the government officials, clergy, officers of the army, and country merchants, society consists of but one class, namely, that of the *Bonde*, or peasant. Of course there are different grades of it, from the rich proprietor to the labourer on his estate ; but class feeling, which to the extent we carry it in England becomes almost a social curse, is in Norway much less severe. There is a national pride, free from arrogance, among the natives which gives them a manliness of character, so to speak, superior to that possessed by any other nation. They have all our best qualities and few of our worst. To imagine the peasantry less civilised than our own is a mistake. They may not be so advanced in knowledge of farming as those in England, but in general character and education they excel them.

Love of drink is always said to be the Normand's bane ; however, judging from what I have seen, there exists less drunkenness among them than we find in the North of England. The sale of spirits, of which those made from potatoes and corn are most common, is now only allowed in the towns at a very few privileged country shops, and on board steamboats. The latter, unfortunately, act as floating

taverns to a great extent, having the privilege of selling brandy, &c., at their numerous stopping places along the coast.

Norwegian honesty is proverbial; and as to highway robbery, it is hardly known. Everyone acquainted with Norway will agree with me that it is a safer country to travel in than our own. There appears to be a general absence of that ruffianism among the working class which forms so disagreeable an element in society elsewhere. I cannot remember meeting half a dozen blackguards during six summer tours. Besides all this—and it is one of Norway's greatest charms—there is an English-like atmosphere of freedom, if I may be allowed the expression, which one never breathes in Germany or France.

That little crime exists may be partly owing to the natural goodness of the people, but there is another reason for it—at least in my opinion—and that is education. Every child learns to read and write. Valleys, where neither church nor roads are found, have each a schoolmaster during several months in the year. Where the valley is too long for all the children to attend one school, it is portioned out into two or more districts, and the teacher devotes a certain number of weeks to each in succession. In many neighbourhoods there is no regular school-house, and the instruction has to be carried on at a gaard. I ought to mention, that the whole country is Lutheran, with (barring a few Quakers) hardly any dissent.¹ In that religion confirmation is much more rigidly enforced than it is in the English Church; many situations in life requiring that a candidate for them shall have been confirmed. Now, the clergy will not perform the ceremony until a child can read, write, cipher, and understand its catechism. Schooling is therefore almost compulsory. The cost of it is defrayed by

¹ Since this remark was first printed (in the 'Alpine Journal'), I have heard my statement regarding dissent contradicted. I still think the amount trifling, compared to what we have in England.

the community at large, and a man pays the same whether he has six children or none. The tax is, however, a small one.

Most peasant children are taught a little history and every-day science, in addition to the subjects I have named. The schools have the most admirable books on general knowledge I ever saw, far better than those used in English parish schools. One, quite worth reading by all, is the '*Læsebog for Folkeskolen og Folkehjemmet*,' i.e. 'Reading-book for the People's School and Home.' It is sold in town and country, cheap and strongly bound. The contents, which at the beginning of the book are easy reading and suitable for a child, become more difficult by degrees, and embrace a short history of Norway and other countries, Church and Bible history, the elements of natural science, and much more. Another capital school volume is the '*Læsebog i Naturlæren for den Norske Almue*.' This contains natural history, botany, &c., with their applications to every-day life. Of course the subjects are merely sketched, but the amount of information, taken altogether, is immense.

Scandinavia is the birthplace of half our nursery tales, and there are numerous collections of wonderful stories about giants and evil-disposed sorcerers (*Trolde*); '*Norske Folke-Eventyr*,' written by Asbjørnsen and Moe, being one of the most complete.

So many Englishmen flock every summer to Norway for the sole purpose of sport, that a few words on that subject may not be out of place. As a general rule, game is much less plentiful than many persons suppose who have never visited Norway. The game generally met with in greatest abundance are *Ryper*, and there are two varieties of them—*Dalryper*, a wood bird, and *Fjeldryper*, found on the mountains. The latter is the Scotch ptarmigan, and is common over the whole land. The peasantry go after these birds in mid-winter, but, being unfurnished with dogs, seldom bring

home many brace. Latterly our countrymen have taken to this sport, and some few of them, who rent ground, with considerable success. Nothing can be done without dogs, and these must be brought from England. It has often been a question whether our *red* grouse inhabits Norway. I have never seen one myself, and most sportsmen deny their existence; nevertheless, one or two gentlemen have assured me this species has been shot. Black game are common on the wooded slopes; capercalze only in certain parts of the country. Woodcocks, although in summer they must be numerous, seem little known to the inhabitants. *Valdsneppe*, or more properly *Rugde*, is the Norwegian name for this bird. I have seen one now and then fly over me about dusk. Snipe and wild ducks may be plentiful in certain localities; hares are uncommon. In time, it is much to be feared, the best ground will be let in the shape of moors; as yet, I am happy to say, this is rarely the case—men shoot on any mountain they like. No certificates are required, but there are fines for killing game out of season. Ptarmigan, black game, capercalze, &c., are not permitted to be shot before the 15th of August.

Wild reindeer are found on many of the large mountain plateaux. They may be said to be rare, at least to all intents and purposes, owing to the immense extent of ground they range over, seldom remaining long in one place. I have been often in neighbourhoods celebrated as the resort of deer, but never found a trace of one, save some cast antlers among the stones. They are said to be on the increase. Numbers of English sportsmen try deer-stalking every year, but few, I believe, with even moderate success. The season begins on the 1st of August. In order to follow the sport, a man must be well 'rigged out,' understand the country, and be prepared to live on the fjeld. He may choose a sæter for his habitation, or he may have a tent. The mountains of *Gudbrandsdalen*, the *Sognefjeld*, and parts about *Lom*, are especially famous for reindeer. Red deer,

or an animal resembling them, inhabit some of the islands along the coast, and elk are met with in the forests of the south.

Bears, wolves, lynxes, and other beasts of prey, are gradually becoming extinct ; a premium of 5 specie daler being awarded for every one destroyed. Smaller sums are paid for every eagle and hawk. Bears, however, are still denizens of the forest-clothed precipice in the wilder regions, and numbers of cows fall victims to these huge brown monsters during the autumn. At the same time, their wandering habits, their shyness, and the difficulty of following them over the crags, render any *chance* pursuit of them nearly hopeless. One might spend years without a shot. Norwegians living in the neighbourhood where Bruin has slaughtered a cow go in a body to look for him, and often avenge their loss. No one is afraid of bears in Norway ; women and children pass fearlessly through woods where it is always possible they may come across one ; for these animals, when not molested, very rarely attack. Berries¹ (especially bilberries), which grow in the greatest luxuriance, carpeting both forest and moor, form the normal food of

¹ Norway is a great country for the hardier kinds of fruit, as apples, cherries, currants, and raspberries. Of wild berries, you find strawberries, cranberries, bilberries, and many other varieties, growing in profusion, often singularly intermixed, over crag and moor. Most of them are edible ; one, the *Moltebær* (*Rubus chamæmorus*), being capital with cream. This, which I never saw in Scotland, grows on high marshes, and is shaped somewhat like a raspberry, only of an orange hue. The leaf resembles that of a geranium, and the flower, white with a yellow centre, is seldom more than six or eight inches above the ground.*

* I have often seen and eaten the fruit—yellowish, with fewer and larger lobes than those of the raspberry, flavour rather sickly, and not particularly pleasant without cream—in the Mar Mountains, e.g. on the west side of Glen Calater. The plant is not uncommon on my own land in Strathdearn (Findhorn district), but I have never seen fruit there. It is called ‘Averil,’ or something like that, in Braemar.
—*Note by the Editor of the ‘Alpine Journal.’*

bears during a great part of the year. They pass the winter months without eating, i.e. from the beginning of November until the following April. During this time they live in holes, often choosing one under the root of a tree, which they never leave; and, what is most singular, the female, during this period, brings forth her young (generally two or three in number).

Salmon-fishing, the sport *par excellence* of our countrymen, is naturally confined to certain rivers; but these are numerous, every fjord being fed by at least one. They differ greatly in the quantity of fish, and the same stream is never two seasons alike in this respect. I believe the majority of them are overrated, and that most men who go to Norway for the first time come back disappointed with the fishing. I am only speaking from hearsay, not being a fisherman myself. Neither does the remark apply to rivers such as the *Atten*, where the yearly take is immense. Wherever there are salmon, you will find every pool let, and often underlet—many pieces of river being held on leases of twenty years. The standing nets, belonging by *right* to various families whose property borders the shore about the part where the river enters the fjord, take a very large number of fish that would otherwise come up, and thereby reduce the chance of rod-fishing in the pools. When Norway first became *known*, foreigners were allowed to fish wherever they thought fit, almost scotfree. Now it is very different; prices range up to 100*l.* and 200*l.* a year, and the expense of the *Atten* (including purchasing off the nets), is a great deal more. It therefore never answers to journey to Norway merely on the *chance* of getting salmon-fishing; you must secure a stream beforehand; or, go where you will, the pools are let.

Now, trout is usually spurned by salmon takers, and therefore trout-fishing may be had. There are many good streams (where salmon are not found), and the people are generally good-natured enough to let the stranger fish them.

The river above Lillehammer contains trout upwards of 18 lbs. weight, which are taken with a net; and many of the tarns (or mountain lakes) are full of big trout. It comes from what I have said, that a tourist who likes fishing ought to bring a *trout*, but not a *salmon* rod. Should he be invited to fish salmon, his friend will lend him a rod.

Barring fieldfares (in the summer), magpies, and grey-backed crows, the paucity of birds seen during a walk in Norway is remarkable; of singing birds there appears to be almost a dearth.

CHAPTER III.

Scenery of Norway compared with that of Switzerland—*Turistforeningen* (note)—Localities most remarkable for grandeur of Scenery—Triangular Area in which most of the best Scenery is found—The Arctic Coast—Its Population—Mirage and other Atmospheric Phenomena—*Lofoten* Islands—Lapps and their Reindeer—Quains—Midnight Sun.

AND now to come to Norwegian scenery.¹ Everyone has his own idea of what constitutes beauty or grandeur; and on a view that pleases one, another would scarcely bestow a glance. In a country so large, scenery of all kinds may be found, but it is in gorges, where Nature looks her sternest, that Norway may be said to excel. Added to this, there is the scenery along the Arctic coast, which is of a different character altogether; and also particular objects (rather than general views)—for example, the *Vöringfos*, worth going hundreds of miles to visit.

It may be asked, ‘Is the country as fine as Switzerland?’ Well, one can hardly compare the two. If grandeur be pro-

¹ There is a society in Christiania called *Den Norske Turistforening*, which deserves the thanks of English travellers—especially of those who are mountaineers. Mr. Thomas J. Heftye, the well-known banker, is president, and a large number of the principal gentlemen in Norway, with the king and other members of the royal family at their head, members. In many respects the society resembles our own Alpine Club, and it publishes an interesting little volume every year, giving an account of ascents, new routes, &c. But besides this, it has another object, viz. the erection of sleeping-huts on the mountains a day’s journey from any house, and the improvement of footpaths leading to celebrated views, &c. For more detailed information respecting it, I would refer the traveller to Mr. Bennet, of Christiania. N.B.—The society admits foreigners as members.

portioned to mere height alone, Switzerland must rank first, the loftiest mountain in Norway being under 9,000 ft. The scenery can cope with the Swiss only in the element of form, the precipices being *generally* bolder; and in charming combinations of mountain, wood, and water, Norway can vie with any land. Vertical cliffs of 2,000 ft. or more are rare in most countries, while in Norway such are common. This is probably owing to the hardness of the rocks, a very large portion of them being gneiss, or closely allied to that stone. The remark one author makes of there being a tameness of *skyline*, i.e. an absence of peaks in the upper portion of a chain, although true of a great part of Norway, is not without exceptions. Few ranges in Switzerland can surpass the *Horungtinder* in boldness of form; neither are the mountains within the Arctic circle subject to this defect. In some respects the country resembles the west part of Scotland, especially in the configuration of coast, the *Fjorde* being what we should term *friths* or *sea lochs*; but here everything is on a grander scale. Glencoe is tame compared to *Romsdal*, nor can Loch Duich compete with *Geirangerfjorden*.

The best scenery in Norway is found in patches here and there. These are, in many cases, separated (especially to travellers who follow the road) by intervals comparatively tame. Most of the grand valleys lie west of *Gudbrandsdalen*. If you take a map and draw lines from *Lom* (nearly in the centre of the country) to *Bergen* and *Molde*, the space enclosed by these lines and the coast will be found to contain most of the finest glens. There are, nevertheless, other districts not included in this triangle worth visiting, as *Thelemarken*, *Hardangér*, *Lysefjorden*, and the scenery along the Arctic coast.

For the greater portion of its extent, the Norwegian coast is protected from the fury of the ocean by a fringe of islands, which act as breakwaters, especially when they form a close chain. There are myriads of these islands, of all sizes, from

a mere projecting reef to territories larger than the Isle of Man. Some have a few inhabitants along the coast, but the majority are barren or only used for pasturage. The voyage from Thronthjem to *Hammerfest* in weekly mail steamers—most of them comfortable boats, well managed in every respect—usually lasts six days, the grandeur of the coast scenery fairly commencing towards the evening (or night) of the second. For a description of the whole route see Chap. VI. ; here space permits me only to glance at some of its leading features. One island, *Torghatten* (see Chap. V.), is perforated by a natural tunnel, which from the sea appears like a bright loophole in a dome of rock. As you approach the Arctic circle, the mountains, hitherto feeble in outline, terminate in steep, torn peaks, and the islands become sterner in character—many of them are wild precipices rising abruptly from the waves. The bold figure of the ‘*Hestmand*’ (or ‘Horseman,’ from its resemblance to a mounted knight) is an island nearly on the Arctic circle, which latitude you cross during the night following the second day.

The population in the far north is nearly confined to fishermen living on the coast. Very little cultivation is seen, and there are no roads—all communication being by boat. The interior of the country appears to be an uninhabited tract of mountain, glacier, and lake; ranges of snowy peaks crown the distant horizon. The temperature along the Arctic coast, owing to the influence of the Gulf-stream, is considerably milder than in many other parts of the world as far north ; and there is a general abundance of vegetation, comprising grass, berries, juniper, &c. where the rocks are clothed with soil. After leaving Thronthjem but little forest is observable from the steamer ; and as you proceed the quantity diminishes until there is scarcely a tree to be seen.

Mirage in these latitudes produces remarkable effects. Distant islands appear as if floating above the horizon and *doubled* ; as you approach them the lower half begins to dip.

and gradually to vanish in the sea. In fine weather nothing can be more splendid than the gradation of tints which colour the atmosphere about sunrise and sunset; and in the extreme north during winter the aurora borealis must be superb. It is said there that, sometimes, a crackling sound, produced by electric action, accompanies the show (?).

Soon after leaving the little town of *Bodö* (on the third day), the steamer crosses an open sea, conventionally called the *Vestfjord*, to the *Lofoten* islands. This most remarkable group, appearing from a distance like one continuous land, or, as Murray says, 'a row of shark's teeth,' is a very labyrinth of mountain and sea, the tortuous passages between the islands being in many places mere rivers in breadth. Conceive a block of high land capped by peaks of the wildest form, and the whole submerged to above the plateau, and you have an idea of the scene. The cliffs generally rise precipitously (void of strand or beach) from the wave. They are not altogether barren; herbage and often scraggy birch grow in streaks among the crags. The highest point is said to be *Vaagekallen* (by station *Henningsvær*), of which I have given a very rough sketch. *Svolvær* is one of the most picturesque stopping places in the group. I spent a week there in 1858 at the house of a very pleasant family. The father was a large landhandler, and one of his daughters a musical genius. This young lady had composed a very pretty waltz for the guitar. The *Lofotenöer* are the seat of the cod fishery in February and March, and the population (confined to the coasts) are all connected with it, and many of them well to do. The *Mælström*, about which so much fiction has been penned, lies between two little öer or islands, at the south end of the chain. Here, the fact is, the tide during a high wind produces a sea of broken water, extremely dangerous for small craft. The *Storström* (near *Bodö*) resembles it, and is more dangerous, skippers say.

After quitting the *Lofotenöer*, the coast views become less grand, and a tourist pressed for time might relinquish his

progress farther north. *Tromsö*, a town on an island, is a day beyond, but only interesting on account of the *Lapps*.

The Lapps (probably the remnant of some Asiatic race) form a small and generally nomadic sprinkling of humanity



VAAGEKALLEN—LOFOTEN ISLANDS. (SKETCHED BY J. R. CAMPBELL.)

in the far north of Norway and Sweden. They are low in stature, and their physiognomy, language, mode of life, as well as their dress, proclaim them a nation most distinct in

blood from the present masters of the soil. Some of the young women are not bad looking. The last time I visited an encampment a rather pretty little Lapp wife brought out her baby for my inspection. It was a fresh healthy child as one would wish to see. The Lapp is simply a herdsman, reindeer constituting his flock; in fact, his whole property consists of these animals, which, in one way or other, supply nearly all his simple wants. During life the deer serves him as horse and cow, and after death he eats the flesh and makes clothing of the skin. As the reindeer are instinctively migratory, the Lapp is compelled to be so too.¹ The deer pass the long winter in the interior, and the hot weather near the sea. I cannot account for this fact, further than by supposing climate may be one cause; in summer it is coolest by the seashore; there are also fewer flies and mosquitoes—terrible enemies to the deer. It is said that the same herd, and, consequently, also their owners, always return to the same ground they have grazed on before. In some cases they cross over to an island, where the channel is narrow enough for them to swim, the Lapps following in boats.

On the mainland, opposite *Tromsö*, there are Lapps every summer for about two months. When I visited the spot in 1858, there were four families—the same that came every year. Men and women, children and dogs, all lived in two beehive-shaped huts, called *Gammas*, which stood together by the side of a stream in a valley wooded with birch. They were both of a pattern, and the largest might be 18 feet wide inside, and 8 feet high. It was formed of a framework of arched birch stems with horizontal pieces at different heights all round, and shorter branches fitted in between; the exterior was covered with sods, birch bark, and more branches of

¹ Norwegians term a Lapp who spends his life with his deer a *Land-fin* or *Fjeldfin*; if, not being connected with any herd, he settles in a cottage by the sea, and turns fisherman, as is frequently the case, he then becomes what is called a *Söfin*.

that tree. A door framed into the side ; a few stones for a hearth in the centre ; and a hole in the top—serving as chimney and window combined—completed the building. They had an iron pot suspended over the fire, in which reindeer bones were simmering ; it was the evening meal. This iron pot, a few wooden bowls, a Staffordshire tea-cup, some bladders full of deer's milk and muffin-shaped cheeses made from it, were about all the hut contained—barring the inmates. Of these some spoke a little Norsk. One old woman was sewing shoes, or rather those deerskin bags in which Lapps encase their feet ; while several boys and dogs were reposing under the wall. On another occasion I saw a woman making fladbröd. The reindeer's milk tastes nearly like cow's cream, and the cheeses are not unpalatable. They are reckoned excellent as lubricants for chilblains and frostbites.

The deer graze during the day, Lapp boys attending them ; and as six o'clock in the evening approaches, the boys, assisted by small colley dogs, drive them in to milk. For this purpose there are two circular enclosures, each constructed of a rampart of birch stakes and boughs. Into these the deer are driven, and the openings are closed when all are inside. A boy, armed with a rope, both ends of which he holds, now singles out a doe, and swinging it somewhat like a lasso, catches her at once by her horns. The animal often starts back, and then plunges, but, notwithstanding this, the Lapp retains his hold. Eventually she is brought to a stump and secured to it, a hitch being first made round her muzzle with the rope. A woman then goes up and milks her. The quantity of milk is very small for the size of the beast.

The Lapps only travel in sledges when snow is on the ground ; in summer, when on a journey, the deer are laden with goods secured over the back, and their owners walk.

Besides Norwegians and Lapps there are a few *Quains* scattered over the North. These *Quains* are what we were

taught to call 'Finlanders' at school. They belong, in fact, to the ancient race of Finland. They have their own language, *Quensk*, are taller than the Lapps, and of more settled habits. Many have homesteads, and they usually live by fishing.

Those who desire to see the *midnight sun* should commence their tour by a voyage to the North. About the *Lofotenöer* there are some four or five weeks during which the sun does not set. A month might be spent among these islands and the mountains farther north. At many of the shore stations tolerable accommodation may be had; but to do the thing luxuriously it would be best to have a yacht.

CHAPTER IV.

Throndhjem—Road from there to Christiania—*Romsdal* and *Romsdalthorn*—Route from Molde to the *Nordfjord*—*Geirangerfjord*, one of the three finest *Fjorde* in Norway—*Horningdalsrokken*, ascent of—Mountains grouped together in Blocks a Feature of the Country—The *Nordfjord*—*Taaning*—*Kirkenæbbet*—*Lodendal* and *Næsdal*—*Brixdalsbræ* and other Glaciers—*St. Ceciliaskrone*, ascent of—Flowers on the Top—*Bredheimsvand*—*Fjorde*, their general Character—Valleys of the *Sognefjord*—*Rønnei*—*Fostedal*—*Nigaardsbræ* and *Tunbergsdalsbræ*—*Veitestrand*—*Horungtinder*—*Klippernaase*, view from—Pass from *Berge* to *Rösheim*—*Galdhöpigge*, ascent of—*Glittertind*—*Ole Rösheim*—Road from *Lærdal*, through *Valders* to *Gjøvig*—*Gudvangen* and *Nærodalen*—*Hardangerfjord*—*Buerbræ*—*Ringedal* and its Waterfalls—Norwegian Towns—*Bergen*—The *Lysefjord*—Old Moraines—*Jettegryder*, or Giants' Kettles—Tides in the *Fjorde*—*Thelemarken*—Costume—Dirt—Old Wooden Churches—The *Rjukanfos*.

ON the return voyage one may land at Throndhjem, and thence pursue the overland route to *Molde*, which I once did ; or continue the journey to Molde by sea. The country between the two towns is quite inferior to districts I shall presently describe. At Throndhjem the cathedral is worth a visit ; there is little else. The Norwegians have a custom of bringing fresh flowers every summer week to adorn the graves of those they held dear in life ; and many graves have pretty flower-beds over them, beautifully kept. Throndhjem churchyard furnishes the best examples I have seen.

Supposing you to land at Molde, you are within half a day (by steamer) of *Romsdal*, one of the grandest defiles in the kingdom. It is unnecessary to drive more than twenty English miles up it ; after that the wonders diminish, and the rest of the road to Christiania becomes comparatively

tame. I may here remark that the Christiania road from Thronthjem is about the poorest route in Norway. The only moderately fine bits on it are south of the *Dovreffield* and the descent to *Laurgaard* station. It is the highway of the English; but those who traverse it, if they see no other portions of the country, must receive but false impressions of what Norway really contains. The valley it runs through, *Gudbrandsdalen*, is inferior to much we have in Scotland. The journey from Thronthjem to Christiania requires four or five days.

However, to return to *Romsdal*: the grandest feature is the 'horn.' *Romsdalshorn*, rising from a slippery wall of rock, terminates in a tower-shaped peak some 4,000 feet above the valley. There is a tradition of the summit having once been reached by two men. Both are now dead, and since then no attempt has been successful. Hardly less terrible in appearance are the weird pinnacles called *Troldtinderne*, on the opposite side of the dale. From the hill behind Molde you have a wonderful view of the *Romsdal* fells.

From Molde, by fjord and road, or from *Romsdal* (in which latter case you cross the mountains to the west), the traveller cannot do better than proceed viâ *Sundelven* (fjord) and *Hellesylt*, to that nucleus of grand scenery the upper portion of the *Nordfjord*,—three days direct. There are capital little steamers on all these, as well as on the *Sogne*, *Hardanger*, and other principal fjorde. Most of them run at least once a week, calling at the chief stations along the shore. Time-tables, issued every summer, give the days of sailing, &c.

Excepting *Gudvangen* and *Lysefjorden* probably nothing in Norway can rival in savage grandeur one branch of the *Sundelven*. This is the *Geirangerfjord*, and it can be explored in a day from *Hellesylt*. There is a known pass (for pedestrians) from the east end of this fjord over to Gaard *Mørk* in *Lom*.

Between *Hellesylt* and *Faleide* (both stations, as are nearly all the places I name) several glens are passed on the right ; and one of them, just before you reach *Haugen*, lies under the shadow of *Horningdalsrokken*, a peak crowning one of the



HORNINGDALSKROKKEN, NORWAY. (SKETCHED BY J. R. CAMPBELL.)

finest precipices in Norway. Being the first Englishman who reached the top, a short account of the ascent may not be

out of place. I arrived at *Haugen* the evening of the 27th July, 1866. Lars Elias, the station-master, gave me some porridge and a bed, and next day we two started about 5.30 A.M. in a cart. Our drive was some $3\frac{1}{2}$ miles up the valley to a sæter, where we left the horse and cart, and the rest of the way was on foot. Two miles or so through birch wood brought us to near the head of the glen; eventually getting clear of the forest and on to a green knoll which overlooked a tarn. This water was probably above 1,000 feet above the sea; and, almost vertically from its margin, rose the peak we had in view—a straight wall of rock between 3,000 feet and 4,000 feet high (?). The summit, seen from below, appeared to terminate in a rugged tower; but it was not so (as I afterwards found), being in reality a ridge, of which we only saw the end. The ascent from where we stood looked uninviting enough; but Lars had been up several times before and never hesitated about the route. We followed a corry, sheltered on the left by this wall of crag, up to a col, or slack, which took us $1\frac{1}{2}$ hours to reach. It was very stiff climbing; and, from the steepness and slippery nature of the ground, the descent of this portion (on our return) was quite as slow. For a long way up there was verdure, including ferns and bilberries, which decked the slopes leading between *Fjeldhammer* (as crags forming terraces across a mountain side are called), but as we approached the col this disappeared. We were now on the upper part of a field of névé, from which flowed a glacier down the reverse side of the fell. Gently rising, now, in a direction parallel to the glen, we traversed the névé—the ridge being above us on our left. The snow was just right for walking on, and there was no difficulty in winding round to its junction with the rock at the farther and more accessible end of the ridge. The edge was very narrow, so much so that on one part I adopted the crawling system, like a bear. It sloped up gently to the top, and then continued nearly horizontal for some way. The whole ridge was bare of snow, forming a

crest on the mountain like the comb of a cock. We were obliged to follow the edge of it owing to the smoothness of the craggy slope on the left. As to the other side, one might have measured it with a plummet. According to a legend, a very long while ago, a *Trold*, or giant (who resided on the top), used to sit there and fish the tarn below by throwing down a line! A cairn marked the highest point. The view was wonderfully wild. Following the way we had come, we reached *Haugen* by 3.30 P.M.

The mountains of Norway occur in great blocks rather than chains; the *Dovre fjeld* may serve as an example. Or, more accurately speaking, the long chain running through the country north and south consists, for the most part, of several such blocks linked by lower elevations. Steep slopes lead from the main valleys up to a highland forming the general top. This may be nearly a plateau, but is usually broken into ravines, more or less. Lakes, rivers, and snow-fields diversify the hollows; and the swells and ridges separating these are summits bearing names. For the most part these highlands consist of grassy moors, as is the case with the *Dovre* and *Fille Fjelde*; and wherever it is so, sæters are established. On several fjelde, however (not altogether depending on their height), nearly the whole is a field of névé, perhaps 100 square miles or more in extent, broken only by bare crags, and feeding a circle of glaciers which descend into the world below.

Now, the *Nordfjord* terminates at the foot of one such block or *fjeld*, viz. the *Jostedalbræ*—*Bræ* or *Iisbræ* properly meaning 'glacier'; and you can best explore the western, which is the grandest, side by taking up your quarters at *Taaning* (a good inn), about $3\frac{1}{2}$ miles from *Fuleide*, and close to *Visnæs*, where the Bergen steamer calls. You are then close to the head of the fjord, where three splendid valleys begin. Of these *Opstryen*, albeit it contains a fine lake (or *Vand* in Norsk), is the least remarkable. From the upper part of this first valley there are passes to *Hellesylt* and *Lom*, and a glacier route to *Jostedal* (a glen on the *Sognefjord*).

The view from a mountain called *Kirkenæbbet*, a short day's excursion from *Taaning*, which ladies may take, is extremely beautiful. *Lodendal*, another of the valleys, is thoroughly Norsk in character. It also holds a water, conducting to a defile called *Næsdal*¹—a narrow *cul de sac*, grim and gloomy, and barred by a precipitous glacier at the end.

The third valley, that above *Olden* (where there is no inn), is the finest of the three, and requires a day or two to explore. (One can sleep at a farm-house.) *Melkevoldbræ* curdles down the gorge at its head, and there are two other Bræer in ravines on the left; one of them, *Brixdalsbræ*, the cleanest glacier I ever saw. Owing to the fjeld having its steeper slopes towards the west, the ice gorges here are short; and the glaciers descend abruptly, torn into a chaos of crevasses. They display little appearance of moraine on the surface, but the terminal débris extends over a considerable length of ground. Many of the lofty summits about here are very bold in outline; one, called *St. Ceciliaskrone*, which I ascended, especially so. It springs from the side of a lake in this valley, and may be some 5,000 feet high. We went up in the afternoon, starting from *Eide*, a gaard in the glen. I and my guides first of all climbed a long, steep corry, leading up to a hollow, down which flowed a glacier, from a col near the top. This we followed without difficulty; and, arrived at the col, had a scramble over a stony tract to the highest point, the apex of a dome of crags. The rosy light of sunset, flooding the snow mountains on the opposite side of the glen, was as deep as the glow from a furnace; and the dusky abyss which separated us from them seemed but a gun-shot in width. Even at this altitude there was vegetation, but chiefly confined to a black lichen and the 'reindeer flower' (*Rensdyrblomst*, properly called *Ranunculus glacialis*). This latter grows on the highest pinnacles, and is said to be esteemed by reindeer—hence its name.

¹ See frontispiece.

Leaving the *Nordfjord*, where a week or two might well be spent, two days bring you to *Vadheim*, on the *Sognefjord*. *En route* you have *Bredheimsvand*, a lake singularly stern in character towards its head, and catch glimpses of glaciers crawling over the precipitous heights above *Skei*.

The *Sognefjord*, like many of these larger friths, resembles in plan the skeleton of a tree; and it is not so much along the main channel as in the offshoot, corresponding to branches and twigs, that the grandest scenery is to be found. Many of these are dark narrow lanes of water, bent into reaches which here and there expand to the size of lakes. Wooded precipices rise straight from the deep, and numerous cataracts roar down on all sides. Numbers of the falls remind one of the Swiss *Staubbach*—tassels of spray depending from some ledge, and swinging with the breeze thousands of feet above the fjord.

Not only are several of these small branches so fine, but the valleys leading down to them are often quite as remarkable. *Fjærland*¹ and *Jostedal* (with their glaciers), *Fortunsdal*, *Aardal*,² and *Gudvangen*, are the most interesting glens connected with the *Sognefjord*. To see *Jostedal* you land at *Rønnei* (a capital inn near *Marifjæren* station), and it is a day's ride up the glen to the extreme end. In it, and the surrounding neighbourhood, are several large glaciers, generally longer and wider, but less inclined, than those on the *Nordfjord*; but the same tract of névé supplies all these ice-streams. *Nigaardsbræ* is one of the largest, which every tourist goes to see; and as there is no station or inn, it is usual to sleep at the clergyman's house. This gentleman receives a certain allowance to enable him to entertain strangers; but the sum is very small compared with the numbers who every summer 'use' his house; and as one can offer no remuneration beyond thanks in broken

¹ The glaciers of *Fjærland* are described in Excursion 2, Chapter V.

² Near *Aardal* lies the *Mørkfos*, perhaps the grandest waterfall in Norway. See Chapter V. p. 66.

Norsk, I should advise all my mountaineering friends to put up at some gaard instead. Where there are ladies the case is different; and I may add, nothing can exceed the kindness and hospitality of the clergyman and his wife to all who come.

Nigaardsbræ, *Tunbergsdalsbræ*, and other glaciers of the district, are yearly diminishing in size. The first of the above has in front of it a desert, extending a good half mile along the glen; and this is ridged by a series of walls, of ancient terminal moraine. The walls form curved segments, with the concavities towards the ice, running nearly at right angles to the course of the glacier, and separated by zones of level ground, covered with shingle. Most of the stones in the moraines are small and rounded. Another remarkable feature about this glacier is the scraped appearance of the rocks which flank its base. This extends for 500 feet or more above the present level of the ice, and affords a good indication of the size of the glacier during former periods of its life.

There is an excursion, I once made, from *Rønnei* over the mountains to *Veitestrand*, a strikingly wild valley with two glaciers and a long lake. From this there are passes to *Fjærland*. We returned another way; viz. by boat down the lake, and, then landing, walked by *Hillestad* to *Marifjæren*. Pink snow is common on the mountains in this district. I have several times seen it.

Fortunsdal (at the end of the *Lyster* branch of this great fjord) lies under a second group or 'block' of highland, the *Sognefjeld*, probably the most remarkable of any in Norway. The *Horungtinder*, its culminating points, form a cluster of peaks; the highest said to be 8,000 ft. above the sea. These '*Tinder*' or peaks are portions of sharp ridges, whose naked and nearly vertical sides are set in a framework of snow. In wildness of contour some of them might compete with the *Matterhorn*; mostly they are inaccessible, or, at any rate, have never been climbed. The loftiest is

one of the *Skagastöltinder*, the most easterly row. A glacier divides this from the *Riigstinder*, forming the centre *arête*; and a similar stream of ice lies between the latter and *Dyrhaugdtinderne*, towards the west. This last ridge is connected with a lofty overhanging spire. There is a grassy glen below the glaciers, with sæter on it, traversed by a horsepass leading to *Lom*; and, either from the pass, or from a height called *Klippernaase* above it, you have a wonderful view of the whole.



HORUNGTINDERNE FROM THE PASS. (SKETCHED BY J. R. CAMPBELL.)

It is *about* $6\frac{1}{2}$ Norwegian ($45\frac{1}{2}$ Eng.) miles from *Berge* to *Rödsheim*; the former being the last station on the *Fortun* side, the latter the first in *Lom*. The journey is best broken by sleeping at *Bævertun*, a sæter about 28 English miles from where you start. The scenery during the first day is strikingly wild.

Norway's reputed highest mountain flanks a portion of the route. The *Galdhøpigge* (or 'Pike of Galdhö,' named after a farm at its base) is 8,533 ft. above the sea; or, measured from the stream in *Bæverdal*, it rises *about* 6,959 ft. These altitudes are taken from an old survey; a new one is now being made, and many begin to question the correctness of the former. Thus, some think that, if properly measured, one of the *Horungtinder* or the *Knudstøltind* (which lies in a wilderness of fjeld between *Bygden* and *Gjenden* lakes) may turn out to be the highest point.

I was staying some time at *Rödsheim* in 1866 (partly on account of bad weather), and after having been twice driven back by clouds, reached the top of *Galdhøpiggen* on August 18, a clear day. I had two guides, as there were glaciers to cross; and although the crevasses might turn out to be trifling, I thought it prudent to take a rope. Starting early in the morning from *Rödsheim*, 1½ hours brought us to *Raudbergstøl* (a sæter), mostly by a cow-path winding up through a wood. From this we sloped up diagonally on to a broad 'back'—one could hardly term it a ridge. This, at first, is a track of débris and by far the worst portion of the route. It forms, as it were, the crest of the mountain, leading all the way to the summit, from which it is separated by a deep gap. Gently rising, we gained a tarn in a little more than three hours from the sæter. This lies under a glacier and is shored on the far side by a wall of ice. With its little icebergs it reminded me of the *Märjelen See* in Switzerland. I believe the whole excursion might be considerably shortened by following the valley to *Bæverdal* church, or to a point beyond it, and from there mounting straight to this tarn. The usual course from the tarn is along a stony tract bordering the east shore; we, unfortunately, chose the glacier on the other side, and found walking very laborious, owing to a thick skin of fresh snow. Our progress was very slow, although at times nearly on a level; the wavy 'back' being above us on our right, while to our left (below the glacier) was *Visdal*, whence the ascent

is also sometimes made. We had two glaciers to traverse, both of them smooth but with narrow crevasses beneath the snow. The first is called the *Styggebræ*, and the other the *Tvæbottenbræ*; they are divided by a ridge, and the latter flows directly from the top. A spur-like ridge, projecting from the steep snow slopes of the highest portion of the mountain, enabled us to reach the summit. This is a plateau of snow with vertical precipices on all sides but one. We had been $6\frac{1}{2}$ hours from the sæter; but had the snow been harder, should have done it in, at least, an hour less. The top commands a view, the wildest I ever saw. In nearly all directions, but especially towards the south, ridges and pinnacles rise one behind another, each mantled with snow, like foamy waves of a colossal sea; and barring one with its lakes and rivers, the valleys appeared as dusky grooves, scarcely distinguishable. Not one house was to be seen even with a glass. Nothing was visible but forms of crag and snow—several mountains (the *Glittertind*,¹ in *Visdal*, for one) being spire-like. The panorama was almost a chaos, hundreds of square miles in extent. Still there were some signs of life—a hare had left her track across the top.

Ole Rødsheim (of *Rødsheim*) is a justly celebrated guide. Professionally a small farmer, he has taught himself English and some German, and, I believe, has a smattering of botany and mineralogy besides. From his station the carriage route to *Lillehammer* begins; you can drive there in from two to three days; thence by steamer and rail on to Christiania in one.

To return to the *Sognefjord*. From the village of *Lærdals-ören* there is a road viâ the *Fillefjeld* and *Valders* to Christiania; a journey of four or five days. The approach to the fjeld is good and the scenery of the *Lille Mjösenvand* fine.

¹ For an account of an ascent of this mountain, see 'The Glittertind and Uledalstind in Norway,' by T. L. Murray Browne, in Vol. V. 'Alpine Journal,' number for February 1871. The paper is very interesting as giving a good sketch of the mountain route between *Bæverdal* and *Nystuen*.

After this the views grow tamer, but there is much *pretty* scenery of a quiet kind nearly all the way to *Gjøvig*, a steamboat station on the *Mjösen*, which is an immense lake skirted by low hills and connected by rail with Christiania. But the most remarkable branch of the *Sognefjord* is that leading to *Gudvangen*. This, with *Nærodalen* (the glen beyond), contains scenes of rugged grandeur equal to any in the country. The road from *Gudvangen* runs to Bergen, which may be reached in two or three days ; it is, however, a good plan to leave it at *Vossevangen* and strike into *Hardanger*—a *détour* which may occupy from four days to a week.

The *Hardangerfjord* has been praised to the skies, but I think the traveller will be disappointed with it after seeing others I have described. The mountains are high and charmingly wooded, but they have a poverty of outline—the tops are too flat. Here again is a snowy highland (the *Følge Fond*), some forty miles long. One of its glaciers, the *Buerbræ*, near *Odde*, had advanced, I was told when there in 1866, about 2,000 *Alen* (i.e. 1,370 yards) during the preceding twenty years ; it was added, that other glaciers from the same source had not grown longer during that time. The truth of the latter part of the statement I doubt, albeit I had it from a native of the place.

The best day's excursion from *Odde* is to *Ringedal* and back. Both the lake and the glen leading to it from the fjord are very fine. A lofty waterfall, the *Ringedals-* or *Skjæggedals-fos*, thunders down into the lake, and another *Fos*, the *Tyssestrænge*, formed by two meeting in their descent, is seen on the right, cased in an amphitheatre of crags. The track to the lake would be hardly traversable in parts, owing to the frequent occurrence of strips of smooth rock which it crosses, were it not for ledges formed of fir-stems pinned to them. Along these you walk with ease, and even cows and horses pass. The quantity of such slippery crags (*roches moutonnées*) among the mountains of Norway is remarkable.

But what is of most interest in the *Hardanger* district is the

celebrated *Vöringfos*. This lies about fourteen miles above the steamer-station *Vik*. Although the highest in Norway, the descent being estimated at 900 ft.,¹ it is questionable whether, as a sight, it equals the *Rjukan* fall; for of the latter you have a front view, while the *Vöring* can hardly be seen but from above. Still, the jump of a large stream into a gorge truly horrible in its grandeur—a mere groove in breadth and 1,000 ft. deep from where you stand—produces an impression no traveller who has seen it can ever forget.

Hardanger is visited by weekly steamers from Bergen, and I believe there are boats also from Stavanger.

I have scarcely mentioned the towns of Norway for this reason—they contain hardly anything to see. Christiania is the dullest capital in Europe—a day is quite enough there. Stavanger has a very old church, interesting to architects at least; and at Bergen there is a museum of natural history, &c. worth visiting. Bergen is the prettiest town in the country. The principal part of it is clustered on a rocky promontory projecting into a bay, backed by hills right and left, with a little lake in the rear. Most of the houses are wood and tinted; and, from wherever you view it, the place has a charming effect. It is said to rain there two hundred days in the year, but this is an exaggeration. Doubtless along the west coast the rainfall is considerable, though less, I believe, than in some parts of Scotland. Generally an east wind brings fine weather to the fjorde and rain in *Gudbrandsdalen* (and other valleys lying east of the main chain); a west wind having exactly the reverse effect—wet along the coast and dry weather inland.

In the early portion of this hasty sketch of Norwegian scenery I incidentally alluded to the *Lysefjord*. There is a

¹ Since this was written, the height of the fall has been estimated by Captain Lille (who succeeded in approaching the base of it) at not more than half what I have stated. See 'Den Norske Turistforenings Arbog for 1870.' The uncertainty that has prevailed regarding the heights of both this and the *Rjukanfos* is quite extraordinary.

small open steamer once or twice a week from Stavanger to *Fossand*, seventeen or eighteen miles. There the fjord begins—a narrow gloomy channel, twenty five miles long and to a great extent hemmed in by towering walls of bare rock. The upper end is the most striking portion; there there are two or three farms, but neither station nor church and so retired is this spot that the clergyman, who lives twenty-nine miles off, only visits it once a year, except when specially sent for. On that occasion he consecrates the graves of any who may have died since his last visit, and who have been buried by their friends in a little sacred enclosure overlooking the lonely glen and fjord. He also examines the children in their catechism, &c. In other parts of Norway where a regular church exists, the priest devotes several months to the religious instruction of all young people preparing for confirmation, and the answers some of them give to questions in elementary theology would do credit to most adults belonging to the educated classes of our own country. In visiting the *Lysefjord* it is a good plan to leave the steamers at a place called *Höle*, a better station than *Fossand*, and to take a boat from there right to the end of the fjord.

The valley which now contains this arm or finger of the sea, as is the case with many other glens, once formed the channel of a glacier. The usual marks, scratches and grooves in the rock, are plainly exhibited here and there along the shore. Nor is this all: there are fragments of ancient moraines on the mountain-sides; one, a Titanic wall lying some 200 ft. or 300 ft. above *Fossand*, is exceedingly remarkable; many of the stones it contains are of immense size. I forgot to mention that in *Jostedal* the remains of a lateral moraine stretch horizontally across the western slopes some 1,000 ft. above the river. Along the shore of the *Lysefjord* many beautiful serpentine formations may be observed; also (a mile or two above *Fossand* in a rock forming part of the south shore) a string of so-called '*Jettegryder*' or 'Giants' Kettles.' These geological curiosities are cup-shaped hollows

in the rock, probably having been, at some remote period of the world's history, pools in the bed of a mountain-stream, now no longer existing; or, if so, pursuing a widely different course. They are often found far removed from any torrent. Close to *Berge* is a very distinct set; others are passed on the hill above *Hellesylt*, just below the road near the clergyman's house, and in both these latter cases the ancient water-course is nearly parallel to, but hundreds of feet above, the present stream.

Up the fjorde along the west coast there is very little tide, and the water towards their extremities, owing to the influx of large rivers, is nearly fresh. The smaller branches usually freeze in winter, while the main arteries remain open, or only partially covered with ice. The steamers, for the most part, ply all the year round; in winter getting as far up the fjorde as the ice will permit. They carry the mails to post-offices along their respective routes. Where there is no steam communication, the letter-bags are transported by row-boat or *karjol*. The posts are slow but sure; in few parts of Norway are there deliveries more than twice a week.

There remains one other important district worthy of notice, and with that I will conclude. *Thelemarken*, in the south of Norway, can be reached from Christiania, either via *Drammen* or *Skien* (to which there is a steamer from the capital); and a patient pedestrian may attack it from *Hardanger* direct, by traversing the *Hardangerfjeld*, said to be 156 miles across (?). In *Thelemarken*, costume is more displayed than in other parts of Norway, being less confined to women alone. Here the male population adhere to their ancient garb, viz. an extremely short-waisted jacket with bright buttons, breeches, and silver shirt-studs, &c. The dress of the women of Norway varies with the locality, and would take pages to describe. It is seldom picturesque. Every man and boy carries a knife, called a *Tollekniv*: it is worn in a sheath strapped round the waist, and used for general purposes. *En passant*, I have never myself thought it neces-

sary to drag about a revolver, but there are nevertheless some fresh-men to the country who do so. When not exhibited as a threat it becomes simply a harmless absurdity—Norway, to a stranger, being a much safer place than London by night. Stories are current of tourists displaying one in order to enforce a ‘command,’—a very dangerous game at the best. They were put down as madmen.

In every country a traveller finds some element of discomfort. Norway has its drawbacks, and the principal one is *dirt*. I do not mean to imply that all houses are alike in this respect ; a large number are clean and well kept ; but among the poorer people especially, cleanliness is lamentably rare. Possibly in other lands the same class are quite as bad ; but where you lodge in hotels you are less liable to suffer from this defect. In Norway there is, frequently, no escape for you—you must put up in a *flea-hive*, or bivouac out on the fjeld. The amount of cleanliness varies much with the district, and in this respect *Thelemarken* is far from being the best. A tin can full of insect powder is much more to the purpose in journeying through many parts of Norway than the cart-load of eatables many travellers consider essential on a tour.

There is a singular ancient church at *Hitterdal*, in this district, built of wood ; it is covered with scales, and decorated with quaint ornaments and spires. Another of the same class is at *Borgund*, near *Lærdalsören*.

The traveller in *Thelemarken* must not expect the bold mountain forms he has seen farther north, but should he only have a week in Norway he could hardly devote himself to a better district than this. The great attraction of the journey is the magnificent *Rjukanfos*.

This is situated amongst high mountains, distant two days from Christiania, or half a day (eight miles) from the inn at *Dale*. You look from the edge of a cauldron of rocks, some 300 or 400 yards wide, the bottom of which forms the pool, and in front of you tumbles the river, making one plunge of

600 feet. There is a considerable difference of opinion regarding the heights of both this and the *Vöringfos*; I believe the only means taken to compute them has been that of timing the descent of a stone. The dimensions I give are those commonly received as the true ones, but to the spectator they will probably seem to be exaggerated.

The view from the side of the ledge or lip, over which the torrent pours, is very remarkable. This point may be reached either by the track called the *Maristi*, part of which requires caution owing to the smoothness of the crags; or better, by a slightly circuitous way, which latter—having tried both—I certainly prefer. Arrived there, and lying on your chest, you gaze over the brink on to a scene fearfully grand. The river *Maan*—large early in summer owing to the melting of the snows—comes tearing down a rapid leading to the fall. White as milk, from its battle with the crags, onward the water rushes, one might almost say to its doom. From the brink one fierce bound—a leap so appalling it might serve as a symbol of death—amid a roar and crash that shakes the rock, and, it is gone! Columns of spray rebound from the basin, and lofty clouds of vapour reek amongst the crags. When I was there two arcs of rainbow formed a broken bridge across the pool. A mile down the valley, and the river flows in peace.—A poet might liken its course to that of a good soul passing through death into a happier world.

CHAPTER V.

Excursions in Norway.—1. *Torghatten*.—2. *Fjærland*.—
3. The *Mörkfos*.

1. *Torghatten*.

TORGHATTEN, already mentioned (page 33), is a small island on the coast of Norway, being one of that long belt which forms a fringe along the Arctic coast, and is observable by all travellers in the weekly steamers between Thronthjem and Hammerfest, as they thread the narrow channel, or sound, which divides it from the mainland. It derives its name, *Torghatten*, or ‘the hat of Torg,’ from a supposed resemblance it bears in shape to a colossal ‘wide-a-wake,’ resting, brim downwards, on the sea. Who Torg was I don’t know. The island is chiefly remarkable from there being a great hole right through it. This occurs about half-way up a mountain which corresponds, as it were, to the crown of the hat. Viewed from the steamer the opening appears small and insignificant; you may, however, generally notice a ray of light shining through it as you pass.

From the few words in Murray’s handbook, and scanty information derived from other sources regarding it, I had a great desire to explore this natural wonder, and, being in the summer of 1868 in Norway, embarked for that purpose in the weekly Hammerfest-bound steamer from Thronthjem. These steamers leave Thronthjem every Wednesday for the north, stopping at numerous stations *en route*—depôts for merchandise, passengers, and mails.

A very curious accident occurred as we were steaming

out of the Throndhjemsfjord, about 2 P.M. An open fishing-boat, with sail set, was observed bearing down towards us on our left, and the ship's course was slightly altered to give her more room. Had there been anyone steering the boat, a collision would have been impossible. Unfortunately this was not the case ; her crew, consisting of two men and a girl, were, it turned out, asleep, and the consequence was she did not *quite* clear us. Her mast caught a boat hanging out on the port-davits, there was a cracking of spars, screams from the ladies on deck, and then we saw the little craft dragged over ; and, as the water rushed over the low gunwale, she rapidly turned keel uppermost. There was immense excitement. The steamer had, of course, been stopped, and not a moment was lost in getting a boat out to rescue the unfortunate crew. Before this was launched, however, we saw the head of a man—I believe he was the father of the two others—rising, apparently, from under the wreck, and followed by his shoulders and body, as he contrived to creep up and get astride of the keel. A second or two later and a younger man did the same ; and there they sat shouting lustily for assistance—their boat being now floating in our wake. The girl was not to be seen, but it was supposed she was under the boat. On reaching it our sailors at once applied themselves to raise the gunwale, but so long a time elapsed before they succeeded in doing so, and getting hold of the girl, that I, for one, began to have little hopes of her life. However, out they brought her at last. It appeared to me about seven minutes from the time of the capsize when they hauled her into their boat, where her companions already sat. Then, amidst universal joy, all three were brought on board the steamer, had brandy given them, and were put to bed. We got the fishing-boat righted, and took it in tow. It had sustained very little damage ; even some loose boxes, and other articles the party had with them, floated, and were fished in ; and, when we reached the

station near where they lived, there we left them—not likely ever to forget their adventure of that day.

It would appear that the boat turned over so rapidly as to incase under it a quantity of air. This the girl breathed during the time she was entombed, and it acted as a cushion in preventing the boat from pressing her head below water. The others, I was told, called to her through the planks, asking her how she was getting on. ‘*Meget godt*,’¹ she replied, adding that she hoped a boat would be sent from the ship to save her.

I left the steamer next day at a station called *Brönösund*, a solitary house on the mainland, some miles north of Torghatten, but the nearest point of disembarkation for that island. I doubt if even tolerable accommodation could be procured at this post- and boat-house ; but there are several dwellings within a mile or two of it, mostly belonging to merchants and traders in cod-fish, where lodging may sometimes be obtained—though only by favour. I was fortunate in meeting on board the steamer two sons of the clergyman of Brönösund going on a visit to their father, and they very kindly gave me an introduction to the house of a Mr. Edward Quale, trader² and landhandler, where I found every comfort during the few days I remained in the neighbourhood. There are, however, many private houses nearer to the hole than *Sælhuus*, where he lived.

About Brönösund the coast is generally flat, and, to a great extent, wooded with birch. The inland horizon is backed by a range of mountains feeble in outline. The islands are mostly long flat strips of rock, with bare grass-land on the top ; here and there you see stacks of *clipp* fish drying in the sun. Torghatten is an exception to the rule, as are also some distant islands—*Vegen*, for example, whose high peaks rise like crisp blue clouds in the offing farther

¹ ‘Very well.’

² The traders ply in curious vessels called ‘Jagts’ (whence our word ‘yacht’?), between the Lofoden Islands and Bergen, with fish.

north. But Norway's splendid coast scenery does not fairly begin for about 100 miles north of Brönösund.

After waiting two days on account of weather, I visited Torghatten on the 28th, in company with my host, two of the clergyman's sons, and another man. We had to pull all the way from Sælhuus—about seven English miles—but got the wind in coming back.

Our landing was in a little bay on the east coast of the island. There are three or four farmhouses on it—one called *Torge* giving the name to the place. The island may be roughly computed at about three miles from north to south by one from east to west. A mountain some 900 feet high forms the main bulk of it; this, in parts around the base, is skirted by grass and some cultivated land, and there is a little scrubby birch on the slopes. The entire formation is gneiss, very nearly approaching to granite—indeed, the whole coast of Norway, for hundreds of miles, is of the same geological character.

The tunnel—I prefer that word to cavern—runs NE. and SW.; and the NE. entrance, to which we climbed (after paying a short visit to one of the farms near the landing-place), lies at the head of an incline of débris—fallen, I imagine, for the most part, from the rock outside, which is indented, and presents somewhat the appearance of a quarry in the face of the mountain. The débris descends in a rough steep slope from this point into the body of the tunnel—a colossal gallery, some 200 yards long, and varying in width from 15 to 20 yards. It is quite straight, with smooth vertical walls and a jagged roof. The height of the roof over the NE. portal may be about 70 feet, but above the centre and towards the opposite end much more—probably from 100 to 120. The length we measured, *roughly*, by means of a fishing-line; but none of the above dimensions must be taken as more than rude approximations to the true ones. The great difference in altitude between the two ends arises partly, I think, from the presence of the débris, which seems to occupy a

huge portion of the original NE. portal ; indeed, the floor, if I may so term it—there 500 feet above the sea level—is 80 feet higher than it is at the SW. end. From the foot of the descent the floor continues in a succession of stony waves to the farther opening.

As may be expected, the view from the crest of débris under the NE. entrance is very remarkable. It is impressive in the extreme. You look downwards right through this grand natural hall, faintly illuminated by a flood of light pouring in from the other side of the mountain, whilst the distant aperture forms a rocky frame to a small bright picture—a patch of green meadow (lying at the base of the hill), and the blue sea studded with islands, above it.

The tunnel is easily traversable, and the approaches are void of any difficulty. It is used as a common communication between the farms, one of which is situated on the SW. shore.

Without attempting any long geological enquiry as to the formation of this singular place, I will merely suggest that it probably owes its existence to the destruction of a vertical slice of rock cased between walls of a harder nature than itself ; indeed, it is noticeable that the blocks fallen from the roof are of a more rosy tint than that of the stone found in other situations. It is possible that whilst disintegration was proceeding to the greatest extent, the island may have been submerged to a point considerably above the present floor, and that the detached fragments were borne away by the action of strong currents. The surfaces of the layers, forming the roof, appeared to dip towards the south ; and save where a little water trickled from it, near the SW. extremity, the tunnel was very dry.

After exploring the ‘hole,’ some of us scrambled, by following a ridge, on the top of the mountain above. I made the height to be about 900 feet. The view did not strike me much, having seen the same kind from higher elevations. At the foot of the large dome-shaped mound which contains

the tunnel, there are numerous lower heights approximating to it in form, reminding one of bosses or cupolas of rock. There are also several cracks or horizontal perforations, which appear to be imperfectly developed tunnels, all of them parallel in direction to the great hole. One of these I went into. It was a groove, like a narrow railway cutting, extending many yards and terminating in a small cavern. It lay almost vertically under the grand hall.

We returned in the evening to Sælhuus, and next day I took the passing steamer back to Throndhjem.

N.B.—The boats going south pass Brönösund every Monday.

2. *Fjærland.*

Few parts of Norway contain more of the stern, impressive scenery, so characteristic of that country, than the district of *Fjærland*, including the fjord and the valleys to which it forms the approach.

The neighbourhood has an advantage over many others, possibly of equal grandeur, in being within easy reach of the ordinary tourist route—the Sognerjord; for most pleasure travellers persist in following one another like a flock of sheep, and I have rarely encountered one in Norway who was not pressed for time. Now during the height of summer there are two steamers a week that make the tour of this great fjord, of which *Fjærlandsfjord* is a northerly branch, running at right angles to it. A station called *Balholm*, where the steamers will land you, is close to the junction of the waters. Here there is a tolerable little inn, containing perhaps some three or four bedrooms—few Norwegian houses have more.

Ten minutes' walk from the inn and you come to the *Essefjord*, also an offshoot from the main channel, but small and lake-like. It is wild in character, and worth exploring, should you have time.

Once a month a Bergen steamer not only touches at

Balholm but goes up the Fjærlandsfjord and back. Information about this is given in the published steamer routes. She only stops a few minutes at the end of the fjord, so there is no time to go ashore and return with her, but it is convenient to avail oneself of this steamer either in going or coming back. The general way, however, is to hire a row-boat and three men from Balholm direct to Fjærland—a cluster of houses with a church, near the end of the fjord, distant $17\frac{1}{2}$ English miles. The boats carry a sail when the wind is favourable.

As you progress up Fjærlandsfjord—a dark groove-like passage, walled in by savage and often unscaleable precipices from 3,000 to 4,000 feet high—the boatmen will point out *Rommehest*, a towering peak above the margin on the right. I walked to the top of this during my stay in the district in 1868, having slept the night before at a sæter, or summer cheese-farm, high up among the mountains in a side glen called *Rommedal*, from which a ridge is easily gained leading to the summit. The view was a glorious one. I looked down upon the long valley of water with its wild torn cliffs, and there was a nearly complete belt of snowy mountains encircling the panorama, broken by glaciers here and there. 4,030 feet was the height indicated by my aneroid, but I learnt afterwards, from an officer on the trigonometrical survey now going on, that this was a little more than the true one. In the present Norwegian survey most of the heights are computed from vertical angles taken with a kind of theodolite, base lines being obtained with sufficient accuracy from the plans of the low ground.

There is no inn at Fjærland ; however, lodging may generally be obtained at one or other of the farmhouses in the village or dotted round the head of the fjord. My sleeping-place was at a gaard called *Mundal*, near the church, where the people—as usual in Norway—gave me the best accommodation their house afforded.

Three valleys radiate from the low tract at the end of the

fjord, a few minutes' row from the church, of which *Suphelledal* and *Bojumsdal* are the most noticeable. I saw both the day after my arrival, but now much regret not having devoted more time to them. Two or three days might well be spent in the neighbourhood. Peter Asmunden, son of the farmer at whose house I lodged, acted as my guide. He was a very intelligent lad of eighteen, who had been educated by the clergyman; and though working as a wood-cutter and about the farm, Peter told me he knew something of Latin, could construe the Greek Testament, had studied elementary mathematics, and acquired some knowledge of German and French. The weather, I may mention, was brilliant, but extremely hot.

Our first walk was up *Suphelledal*, a long narrow gorge, gloomily grand, framed between craggy heights which appear almost *mural* viewed from the opposite side. This is thoroughly Norwegian in character. A tolerable road leads up it for some miles, two or three times crossing the large glacier stream. The only awkward parts of the excursion are the bridges, which occur in series—the stream in many places being split into two or three. They are formed of two barked and roughly squared trunks laid close together, side by side, with their ends supported on rude stone piers. There is just room for one foot on each; but what with the narrowness of the way, the spring in the birch stems, the fact that there is often no railing, and your having your eyes resting on the roaring white current below, some steadiness of head is required for a safe transit, may be, of 20 feet or more. The Norsk girls, of course, think nothing of going over such places—in summer with a big bundle of hay on their backs; for the people mow every green speck it is possible to scramble up to, so great is the difficulty in procuring sufficient hay for the winter months.

About four miles' walk took us in front of the *Suphellebræ*, the first of the glaciers in this valley. It is a broken-off structure of ice at the foot of a lofty wall of bare rock, fed

by avalanches from a glacier above. This latter glacier, of which you see the jagged edge overlooking the crag, is one in direct connection with the so-called *Jostedalsbræ*—a vast field of ice and névé extending with hardly a break over the entire range between the Sognefjord and the Nordjord.¹ During our short halt there, we saw numerous small avalanches splintering down. I had not time to go all the way to the second Bræ, called the *Lille Suphellebræ*, some two or three miles farther on. It is said to be a continuous stream from the plateau above, and remarkable for the purity of its ice. Perhaps the finest view of this valley is got from a point just before you enter it.

In our walk we had to cross the fast decaying remains of a recent spring avalanche which covered the road, and had passed unpleasantly near to a gaard. The road was through a wood at this spot, but now only the tops of the alder-trees were visible protruding above the snow. All had been borne down in the direction of the flow. Every leaf was gone, the bark also to a great extent, and the ends of the twigs were frayed just as though they had been pounded between two stones. In Norway, as in other high-mountain countries, yearly avalanches—one or more in certain valleys, but generally pursuing an established course—fall every spring. When, however, there is an unusual accumulation of snow on the highlands, as there was during the winter of 1867, extra falls—often of enormous volume—occur, tearing downwards by the least expected routes, and many were the sad stories I heard of entire households having been destroyed a few months back. Indeed the spring of 1868 seems to have been marked in Norway by a train of fatalities such as one rarely, if ever, hears of in Switzerland. One avalanche, happily unaccompanied by

¹ All the glaciers pouring into the many valleys which penetrate this range or *block* of high land, as Brixdalbræ, Nigaardsbræ, &c. have their origin in this field. Its extent is as yet hardly known. *Probably* the area may be between seven and ten Norsk square miles (?). See page 43.

loss of life, is worth mentioning on account of its size. It fell into Fjærlandsfjord from the mountains on the west shore, and the snow formed a floating bridge, for a time, across the water—at that place nearly a mile in width—over which people walked. This I heard from several who lived in the district, or should hardly have believed it.

Bojumsdal, the valley I next visited, lies westward of Suphelledal—a mountain singularly bold in outline, separating the two glens at their junction. The slopes are very precipitous, but to a great extent clothed with birch—as indeed are those along the fjord. The grandeur of this second valley bursts upon you all at once as, turning a bend, you come in sight of the great glacier streaming down its end. From a point just beyond the termination of a green strath between towering rocks rises the crevassed swell, which has a gentle incline on the top for some hundreds of yards, and beyond this the main body of the flow rears itself—a steep colossal bank of ice, purely white, without moraines and apparently 3,000 feet high! This is the *Bojumsbræ*, about the most striking glacier I know in Norway. The terminal débris occurs in lumps and short segments fronting the base. In approaching it I crossed a stream by a snow bridge, in the absence of which it *might* be difficult for ladies to arrive at the ice; otherwise the excursion to this glacier, distant some 5 or 6 miles from the fjord, is one they might easily make.

Professor Sexa of Christiania, a gentleman who has devoted some time and attention to the observation of glacier phenomena, was staying at a gaard above Fjærland, and I had the pleasure of meeting him during my rambles. He told me some curious facts relative to the temperature of the ice *below* the surface, derived from certain experiments made by him on a glacier of the Folgefond in Hardanger. It would appear from his investigations that, whatever be the temperature of the superincumbent atmosphere, that of the ice not directly exposed to its influence remains about the

same throughout the year, being constantly near upon freezing point. I understood the Professor to say, he had bored three holes in the surface of the glacier and sunk a minimum thermometer in each. The lowest temperature of the air in the valley during the winter he assumed to be -14 Réaumur. The thermometers remained in the ice all the winter, and on his examining them the following summer, the first, which had been buried 4 Norwegian feet, was found exposed by the melting of the surface; it registered -1° R. The second, which had been sunk to a depth of 8 Norwegian feet, indicated a minimum temperature of $-\frac{1}{2}^{\circ}$ R., and the ice had thawed down to it. On digging out the third, originally placed at the depth of 12 or 14 Norwegian feet,¹ it was found broken, and therefore gave no result.

I forgot to mention, that you can go in less than a day from Fjærland to *Veitestrand*, another wild valley with two glaciers in it, by crossing a snow pass at the head of *Suphelledal*. From *Veitestrand* an easy pass takes you over into *Jostedal*. (See page 45.)

3. *The Mørkfos.*

In order to visit this remarkable waterfall, the easiest way is to disembark at *Aardal*,² on the *Sognefjord*, one of the stopping-places of the weekly steamers, from which it is distant 16 or 17 English miles (according to local belief somewhat less), up a wild valley, and just beyond a farm called *Vette*.

Aardal station, at the head of *Aardalsfjord* (a short branch of the great *Sognefjord*), stands, surrounded by grand scenery, on a neck of green land about a mile square, called *Tangen*. This neck divides the fjord from *Aardalsvand*, a fresh-water lake, and has dotted over it a number of farms, besides a parish church and *Præstegaard* (manse). Close to the station

¹ A Norwegian foot = 1.029 English.

² Sometimes spelt *Aurdal*. *Vette* is also sometimes written *Vetje*. In these and countless other cases of names of places there is much uncertainty with regard to the orthography.



THE MÖRKFOS.

is a comfortable little inn kept by Jens Klingenberg and his wife. Jens is a good specimen of a Norwegian mountaineer ; I found him a capital companion and guide. Should any future traveller require a man conversant with the high and hardly-known mountains of this district, there is also a certain Dominicus 'to be heard of there,' who appears an intelligent fellow, and who told me he had accompanied one of the government officers on a recent trigonometrical survey.

Jens and I started for the fos on the morning of August 25, 1868. Weather beautiful until the afternoon, when it broke and continued showery all that and the following day. Tangen is intersected by a wide river leading from the lake into the sea, and both the river and fjord are said to abound with large sea trout. I mention this simply as a report, not being a fisherman myself. We had two extra hands to pull us up the lake, which is about 5 miles long, and one of the grandest bits of fresh water I ever saw. Mountains—little else than piles of crag, with a green speck here and there—rise in many parts 4,000 feet abruptly along its shore. Most of these verdant patches, however, are mown in summer—often at the peril of people's lives.¹ One precipice, the *Stigeberg*, overshadowing the lake on the right, is singularly bold. The side springing from the water is a crag wall some 800 feet in height, but this is the lowest portion, for the precipice continues round the foot of a gill (which enters the lake beyond), and is developed into an unbroken face, as vertical as possible, and *apparently* 2,000 feet high. On the opposite side of the lake, also, the mountains are very wild, torn by deep corries, and seamed with numerous cascades ; and in the smooth vertical rock flanking one of the gills, there occurs a curious network of quartz veins. Farther

¹ A girl haymaking on the rocks above Aardalsfjord lost her life by a fall only a few days before my visit to the neighbourhood ; but, on the whole, such accidents are rare. Many of the peasants wear shoes called *Snaakopper*, which are merely upper-leathers formed into bags for the feet. They afford a wonderful amount of grip on smooth rocks.

on the traces of an old copper-mine may be observed high above the shore.

From the head of the lake where we landed, pretty nearly all the way to *Gelle*, a distance of about 5 miles, the valley is a meadow with numerous farmhouses and patches of grain. A wide river courses through it, which was on our left all the way to the fall.

In this (first) portion of the dale there is a spring which is said to be so warm in winter as to melt the surrounding snow, whilst during the hot weather in summer it is always encrusted with ice. This I heard on respectable authority. I should have visited it on my way, but it lies on the left of the river, and there is no bridge for miles. At several of the houses on our route Jens made a call; he was evidently a great man in the valley, and (chiefly, I fancy, on his account) we were more than once hospitably entertained, especially on our journey back. At *Svale* (next day) we were regaled with coffee, cakes, and liqueur—any hint at payment for which would have been an affront. *Moen*, a gaard crowning the brow of a sandhill, appeared to me one of the best houses, and where lodging might probably be procured if required during a day or two's exploration of the vale.¹ Just beyond *Gelle* (where a noticeable cataract tears down the mountain side), there is a spur projecting nearly across the glen, and the river boils through a groove at the base of its overhanging crags. You climb the spur, and from the top follow a path skirting a steep slope, down into a narrow, somewhat dreary defile called *Uttlidal*, which is simply a continuation of the main valley. For the remainder of the way the river is a boisterous torrent of white water, generally roaring at the bottom of an inaccessible groove. It is seldom more than 100 feet wide, and at *Gelle* only 60. There, there is a picturesque wooden bridge leading to the farms on the other side of the vale. A well-defined track undulates along a strip of débris, descended from a range of

¹ A pass leads from near there over to *Nystuen* on the *Fillefjeld*.

crag, all the way up Uttlidal. Now and then a stone avalanche ¹ *might* occur about this part ; indeed, I noticed the trace of a small one in returning next day.

Farmhouses perched high among the rocks on some narrow terrace, or looking down from the plateau above—*human nests*, as it were, often hardly accessible to any but a mountaineer—are very common in Norway. You see one going up Uttlidal above the precipice on the left. The place is called *Afdal*, and the way up to it is a queer one—at any rate towards the top, where in more than one case vertical crags cross the path. Here shelves 2 or 3 feet wide, formed of tree-stems, are supported in front of the rock, and they constitute the road, which must be far from a pleasant one in winter. A doctor, whom I know, had once a rather narrow escape in descending one of these places, after a professional visit at the farm. There was snow—he slipped—and came down into a sitting posture, with his legs dangling over the edge of the shelf ! *Stigegaard*, above Aardalsvand, is another such nest, only to be reached by a ladder ; and there is a gaard in *Aurland*, built so close to the brink of a precipice, that (it is said) they ‘hobble’ the legs of the young children, to prevent them strolling too near the edge ! When death occurs at farms so badly connected with the world below, and where (as is often the case) it would be difficult to prepare even a shell, the corpse has the backbone broken in order that it shall ‘pack better,’ and is borne in a basket on a man’s shoulders down to the quiet churchyard—or, more probably, to some valley-farm, where a coffin awaits it. There is a story, but I will not vouch for its truth, that in certain cases where the route is a horse-path (and a Norwegian horse is equal to almost any *track*) the body has been lashed astride a pony, and made to *ride* down the crags to its last home. Near *Ronnei*² is a gaard on a slope above a curtain of crags which overlook the fjord ; and once, when they were about to take a corpse

¹ *Steenskred* in Norsk.

² See page 45.

down to the valley church, the coffin containing it was accidentally upset, and, thus started, continued rolling over and over until it cleared the brink of the precipice, whence it plunged hundreds of feet down into the sea below. Many of the mountain farms are 20 or even 30 English miles from a doctor, and when the attendance of one is *essential*, his fee amounts to 1*l*. or more, owing to the distance he has to come. Now, this is defrayed out of parish funds, in cases where the family is too poor to afford it—an admirable plan, I think. Much doctoring, however, is done without medical help, or with the assistance only of a *Jordemoder*, who is a professional nurse educated at a hospital, and who can bleed, cup, and attend confinements (for which in Norway doctors are rarely called in). Every parish, I believe, has such a woman, and she acts *under the doctor*. They form an excellent institution, and it would be well if we had them for our own poor.

Uttlidal widens out on your rounding the base of another spur, on which are some patches of cultivation, and you then come in sight of Vette. The farm reposes on the brow of a little mound (also an offshoot from the high cliffs which flank the valley on the right), 950 feet above the lake. Coming from the sombre ravine I had just traversed, it looked rather a cheerful place; there are a few aspen-trees about it, two or three cottages for *pladsmænd*,¹ and some fields of barley. The *Mørkfos* is on the same side of the river as the farm, but farther up the valley. It leaps from the edge of the mountain plateau, which appears to extend for many miles above the precipices of the main chain, and both the top and bottom of the fall are accessible—neither point being more than 40 minutes from the gaard. I saw it from the valley below on the evening of my arrival, and next morning (after sleeping at Vette) had a view from the top, looking down it from the corner of the brink.

¹ *Pladsmænd* may be roughly described as tenant-labourers on a farm.

To reach the base of the fall, the way is over the brow behind the farm, and by a steep descent down to the river. An old farmer we took with us from Vette made holes for our feet with a pick in coming down this slope, but they were hardly needed. You then have to coast the river bank for some distance, and here, for perhaps 100 yards, a little caution is required in skirting a strip of large *débris*, as if one of the stones slipt it *might* hurl you into the deep swift flood, from which there would be little chance of escape. This past, you mount a gentle rise, partly wooded with scrubby alders growing amongst large blocks of stone, and you then get a front view of the Mörkfos—the base of it being some 200 yards off. It is a fall of *about* 1,000 feet, and comes down in *one* plunge from the top, presenting the appearance of a feathery tail of foam suspended in a wild black framework of crags, more resembling a sharply-cut *bay* than a *cleft* in the mountain side. Nearly everywhere the rocks are vertical, and those flanking the lip on the left overhang. Certainly it is one of the two or three finest falls in Norway, and I, for my part, prefer it to either the Rjukan or the Vöring. At the same time, viewed from this point, it hardly looks by 200 feet or more its real height. The stream, carrying its waters down to the river, is a hasty torrent split into several threads by islands of shingle and *débris*. The upper portion of the valley running for several miles beyond the fall is inaccessible.

A zigzag track leads from Vette on to the plateau above the fall. This is a large district called *Vettesmarker*, and there are peaks rising from it which (it is said) command good views of the stern Horungtinder range. The track, I ought to mention, is the commencement of a horse-path from Vette to Gelle. There are *sæter* on *Vettesmarker*, and at one of them is a bridge leading over the stream which supplies the fall. This stream—nothing more than a mountain ‘beck’ in point of size—rustles, with many a little tumble in its course, through a wood of birch and Scotch fir.

At the lip or edge over which it rushes, the breadth can hardly be more than 14 feet, but it is tolerably deep. Gazing down from this point, one is struck with the extreme wildness of form among the crags round, or rather below, the brink of the fall; and the valley itself is a grand feature in the scene, for on the opposite side the precipices are almost mural; there is also a cascade bounding down nearly in front of you, making a succession of long white jumps—which in any country, Norway excepted, would draw a summer stream of tourists to the vale.

Had the weather been fine (it rained all the time I was on the plateau), and I had not been somewhat pushed for time in order to catch a steamer, I should much have liked to have spent a day or two in the neighbourhood. It is a district worth exploring, and as yet almost, if not quite, unknown to English travellers.

The people at the farm, Anfin Jorgensen and his wife Johanna 'Iversdatter,' had never, or certainly not for the last eleven years, received a visit from an Englishman. I found them nice, kind people, who did their best to make me comfortable. Of course, theirs is but a homely dwelling, and far too out of the world to afford the luxuries that some Norwegian 'tourists' might vainly enquire for. It is a very old-fashioned-looking house inside, and, as is so frequently the case in Norway, there are sacred verses carved or painted on the panels and doors. Here is one which I give literally as it stood:—

‘Naar vi gaar ind, naar vi gaar ud,
da tænk paa os, O milde Gut.’

(Trans.) ‘When we go in, when we go out,
then think of us, O merciful God.’

Note.—From aneroid observations taken below and at the top of the fall, I made the height of the Mørkfos about 1,040 English feet. I was told that an ordnance-survey officer in 1867 computed it at 986 English feet; measurements by two other gentlemen have given it as 1,100 and 1,029 English feet respectively. I saw the Fos when there was comparatively little water in it; early in the summer, during the melting of the snows, it must be twice as fine.

CHAPTER VI.

Notes on the Coast Route between Throndhjem and Hammerfest.

THE mail-steamers run all the year round from Throndhjem to Hammerfest, and during the summer months their course is continued from the last-mentioned town on to *Vadsö*. They vary considerably in point of size and accommodation; and as occasionally there may be a scarcity of berths, travellers who drive up the country, intending to embark at Throndhjem, will do well to be there at least a day before the vessel starts, in order to secure places. I doubt whether this can always be done by telegram from Christiania, unaccompanied as the message must be by payment of fare. I ought to mention that some (at least) of these boats really commence their voyage north from Hamburgh, and call at Christiansand, Bergen, Molde, and perhaps other places on their way to Throndhjem. At present there is but one steamer a week from Throndhjem to the north; but there was some talk last year of there being two during future summers, an arrangement which, if carried into effect, will be a great convenience to those who wish to linger a few days at different points along the coast, for they will no longer be obliged to remain a whole week at each, as they now are, before proceeding farther north.

The tabular portions of the following notes have been constructed from one of last summer's time-tables, and will probably be found pretty correct for the present year (1871), and for many years to come—at any rate as regards the mails leaving Throndhjem every Wednesday noon.

The first column gives the names of the stations; the second the days on which steamers *northward*-bound touch at each, and their hours of *departure* (except when otherwise

stated) from towns where a long stoppage is made. The third column shows the days of calling, &c., for steamers returning from Hammerfest, i.e. *southward*-bound, and, of course, must be read upwards from the bottom of the page.

On such a long trip, and where there are so many stoppages, great punctuality can never be expected; many delays occur, caused by bad weather, the time spent in shipping or unshipping an unusual quantity of cargo, &c. The halt at small stations varies in length from a few minutes to an hour or more.

I will now proceed with the route, giving a few remarks of my own on those portions of it which appear to me the most interesting.

Names of Stations	Times—going N.	Times—going S.
Thronthjem	Leave Wednesday 12 A.M.	Arrive Tuesday about midday
Rödbjerget		
Beian	Tuesday morning
Valdersund		
Stoksund		
Sydkrogö		

Let me observe here that *ö* is Norsk for 'island,' and all stations whose names terminate in *ö* are situated on islands.

Ramsö		
Björöen		
Namsos	Thursday, 3 A.M.	

Namsos is a small town on a fjord, into the head of which flows the celebrated salmon-river *Namsen*. The forests along the shores contain quantities of Spruce-fir; north of this point I have never remarked any. There is a land route from here to Thronthjem, via *Levanger*.

Foslandsosen		
Rörvig		
Gutvig		
Brönösund		

Brönösund is the nearest station to the curious island *Torghatten* (page 56), and you may generally see the light through its natural tunnel in passing.

Names of Stations	Times—going N.	Times—going S.
Vivelstad Tjötö Sövig	Monday morning

The grand scenery of the coast with its mountain-islands may be said, I think, to commence about here. Just north of *Sövig* you pass the ‘*Seven sisters*,’ a lofty wall of crags notched into seven peaks, and separated from the shore by a large plain, ribbed by one or two low ridges parallel to the main chain. On my voyage south last year a splendid effect was produced by a bank of clouds, which, floating over the extremity of the plain, screened from view all but the big, haggard pinnacles; these, bursting out of the mist and seeming to be isolated in the clear air above, formed a most remarkable picture.

Sannesöen Kobberdal Vigholmen Indre Kvarö		
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The last station, which in steaming north you generally reach late on Thursday night or early next morning, lies close to the *Hestmandö*—one of the boldest-shaped islands along the whole route. It stands on the Arctic circle, in form a mountain some 2,000 (?) feet high, and terminating in a peak. This peak, viewed from portions of the ship’s course, presents the appearance of an overhanging tower, and is said to be inaccessible. There are some large caverns of guano—one not far from the top. About 120 people inhabit the base. *Hestmandö* lies in rather an interesting district, and should any of my readers desire to

explore it, the plan is to leave the steamer at *Indre Kvarö* and take a row-boat from the station to *Andklakken*, on another island about half a N. mile distant, where, at the house of a landhandler, good accommodation may be found. I ought to mention, before proceeding further, that at some of the stations no lodging at all is to be had. Due west of Hestmandö there may be observed on the sea horizon three bluish lumps, reminding one of fragments of a colossal ruin. These are islands called *Treöerne* (or as the map has it *Thrænen*—I don't know which name is most correct), and can be reached from here by a sail-boat. The coast scenery of these islands, which, by the way, are inhabited, would probably be striking enough to compensate one for the voyage, supposing the weather favourable. There and back, &c., would require two days. You may also take a boat from Andklakken (or the station), cross over to the main-land and, continuing up a fjord, reach a gaard called *Fondalen*, close to which a glacier terminates, extending almost to the water's edge. A little north of Hestmandö is *Bolgenö*, on which are some tumuli—graves of ancient heroes. Most of my information respecting this district was furnished me by the doctor of Hestmandö.

As the vessel proceeds fresh mountain-islands keep rising into view, at first appearing on the horizon (or sometimes, owing to mirage, *above* it) like dim grey peaks, and developing more and more distinctly as you near them their wildness of outline and precipice. *Stötröden*, between Hestmandö and the next station, is a good example of the class. The mountains forming the main-land coast, and which many of them spring up in steep slopes direct from the waves, are no less remarkable for savage grandeur than are the islands. Some of the tops may have an elevation of 3,000 feet or more.

Names of Stations	Times—going N.	Times—going S.
Rödö	Friday morning	

The traveller ought to observe the singular structure of this island. It has a ribbed formation, showing vertical joints all along the east side, and presents a wall-like precipice towards the west. I believe the whole of this coast with its islands to be of gneiss, or some rock varying in composition between that and pure granite.

Melövær Gilleskaal (Leave) Bodö	4 P.M.	Sunday 8 A.M.
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This is a small town, possessing no interest for tourists, and backed by tame scenery, where steamers usually remain several hours. From the low hills in the neighbourhood a good view of the midnight sun may be had in clear weather up to July 10.

Kjerringö Grötö		
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At *Grötö*, I understand, the landhandler has lodging for travellers. The place consists of only one or two houses curiously situated on a little island nearly under a lofty precipice. From here the steamer strikes across the so-called *Vestfjord* (properly speaking a *sound*), which separates the *Lofotenöer* (*Lofoten* Islands) from the main-land. The passage, of about four hours, is generally made in the night; but, weather permitting, all tourists ought to be on deck for at least an hour before the first station on them is reached, as the view presented by the long array of crisp jagged outlines during the approach is one not easily forgotten. Having already (page 34) touched upon the general features of the *Lofotenöer*, I will now merely add a few remarks on certain localities along their shores.

Names of Stations	Times—going N.	Times—going S.
Balstad Stene Henningsvær Svolvær	Saturday morning	

The stern nature of these island-coasts is nowhere more conspicuous than about *Henningsvær* and *Svolvær*. Close to the former of these stations towers up from the waves a lofty and apparently inaccessible aiguille, said to be a portion of *Vaagekallen*, the highest mountain in the group. The altitude of the summit is put down in a Norwegian book of heights ¹ at about 4,013 English feet, but I doubt its being so much. (I have given a rough sketch of the cliffs by Henningsvær. It was taken somewhat hastily from the deck of a steamer in 1858, and has little pretension to great accuracy.)

After leaving Svolvær the course is through a remarkable channel called the *Raftsund*, some 20 miles long ; one may almost term it a *water-gorge* in parts. This 'sound' forms a break between two islands, and is walled in on both sides by steep slopes, often rising abruptly from the dark sea below, and in places attaining a height of perhaps 3,000 feet, their higher and more inland portions being abundantly clothed with snow, and fretted into countless peaks and knotty summits of the wildest character. This passed, and after traversing a more open *sund* beyond, the steamer reaches—

| Stokmarknæs | | |

a station on the island called *Ulvö* or *Hasselö*, and where good accommodation may be had at the landhandler's. Svolvær is also a capital stopping-place, and I should recom-

¹ Höidemaalinger i Norge fra Aar 1774 til 1860, samlede af A. Vibe. Published in Christiania, 1860.

mend both these stations as convenient centres from which to commence boat excursions, supposing the weather fine. By means of a sail-boat much may be seen that lies out of the steamer-route and which is well worth exploring. From *Stokmarknæs* a grand trip would be along the north-west coasts of the Lofotenöer, which have been described to me by a Norwegian as finer than any other part. The glens and mountains of the Raftsund might also be visited. Doubtless there are many houses sprinkled along the shores of most of the islands, where tolerable quarters might be obtained for a night or two. These may be ascertained on enquiry at such a place as *Stokmarknæs*. Mr. Bonney, in his interesting paper on the Lofotens, mentions several.¹ The steamer returning from Hammerfest is generally passed *somewhere* about the Lofotenöer.

When I first visited these islands, in 1858, *Steilo* was the station on *Ulvö*, and I shall never forget the glorious view from a mountain near there, of no great height, on which I spent the greater part of a sun-light summer's night. Looking across the narrow sea, a large portion of the horizon was screened by mountain-islands, some of them perspectively joined together and forming a nearly continuous chain of tall, jagged pinnacles patched with snow and glacier, and lit up by the morning sun blazing in a nearly clear sky.

Ulvö, as well as several other islands on the Arctic coast, abounds with ptarmigan, and is generally let (and of course preserved) as a shooting-ground for the amusement of certain British sportsmen.

¹ The Lofoten Islands, by T. G. Bonney, M.A., F.G.S., published in vol. IV. p. 427 (Number for February 1870) of the 'Alpine Journal.' Well worth reading whilst the tour of the islands is being made.

Names of Stations	Times—going N.	Times—going S.
Tranö	Saturday morning

From Stokmarknæs the course is back again through the Raftsund and then across the northern end of the Vestfjord to *Tranö*. Several of the mountains seen on your left after leaving the Lofotenöer, display singularly wild outlines; I would instance a spire-like peak on *Hindö*, and an extremely bold mass, apparently 3,000 feet high, which culminates in a stack of bare rocky horns near *Hammerö*. One point, if not the whole of this mountain, goes by the name of the *Tiltihorn*. A big fell with three pikes, just south of Tranö, also deserves notice.

Kjeöen	Sunday morning	
Lidland		
Lödingen		
Sandtorv		
Harstadhavn		
Havnvig		
Kastnæshavn		
Klöven		
Gibostad	Monday, 12 P.M.	Friday morning Thursday 10 P.M.
Maalnaes		
(Leave) Tromsö		

The grandeur of the scenery fades long before you reach *Tromsö*, the contours becoming low and rounded. The steamer ought to get in on Sunday afternoon and leave the following day; but even should she be a few hours late, the stay at this rather important town is ample to enable one to visit the Lapps (see page 36) in *Tromsdal*. It is a row of a few minutes only, from the town-wharf to the main-land, and then a boggy walk up the valley of 3—3½ E. miles to the first *Gammas*, or Lapp huts. See page 36.

For those who do not care to proceed further north, there is a comfortable little hôtel in Tromsö where they can remain until the departure of the next *south-bound* steamer;

and I think they may reckon on having already passed what is best worth seeing on this route.

Names of Stations	Times—going N.	Times—going S.
Carlsö		
Skjervö		
Loppen	Thursday morning
{ Hasvig or		
{ Öxfjord		
Talvig	Tuesday morning	
Strömsnæs		
Bosekop		
Komagfjord		
(Arrive at Hammerfest)	11 A.M.	

Between Tromsö and Hammerfest the route certainly embraces some fine bits of coast scenery, although little of it equal to much that has gone before. The views obtained in passing the mouths of *Lyngenfjord* and *Kvenangenfjord* are very noticeable, the mountains being boldish in shape, and of great height—I should say 5,000 feet in parts. Glaciers are observable, especially about Lyngenfjord, but most of them terminate high above the water, and in my opinion add little to the general effect. Other glaciers not seen from the steamer's usual course, being at points some miles up the fjords, are described as coming down nearly to the shore, and may be worth visiting. A small steamboat from Tromsö makes a trip up one of these fjords and back—I imagine weekly—during the summer. Regarding her exact route, I can give no details. A big rock far away to the left, a few hours after you leave Tromsö, will probably strike the tourist from its lofty, vertical cliffs. It is a sea-mountain more than 2,000 feet high, has a small population of its own, and is called *Fulö*.

Bosekop, I ought to observe, is on the fjord leading to the *Alten*, the Duke of Roxburghe's celebrated salmon-river.

Hammerfest is a less inviting-looking place than Tromsö; in fact, not so good a town. The situation is tame and

cheerless; the mountains are feeble in outline and of trifling elevation. There is plenty of verdure in summer, but not a tree to be seen, neither is any grain cultivated. Nevertheless, owing to the action of the Gulf-stream, the winter is less severe than in numbers of inland localities hundreds of miles further south, the temperature seldom being lower than 23° Fahrenheit; while in *Röros*, south of Thronthjem, the mercury often sinks considerably below zero.

Here, as at Tromsö, cod-liver oil is a principal article of manufacture, and the smell arising from it, which spreads far and wide, is simply awful.

From the hills behind, and a little NE. of the town, there is a view over the whole neighbourhood. I was told the *Nordkap* might be seen from some point, but on going up, and being ignorant of the exact direction in which to look, I failed to make it out for certain. The walk is, however, interesting, as it furnishes one with a general idea of the country between Hammerfest and the extreme north. Sometimes a herd of reindeer, belonging to Lapps living in the neighbourhood, may be met with, grazing on the moor. They are little more shy than our north of England mountain-sheep.

The steamers returning from *Vadsö* meet those going north at Hammerfest; that is, they do not leave port till some hours after the arrival of the latter. The tourist has thus an opportunity of returning south almost immediately from this point, should he not feel inclined to 'round the cape' and see the north coast. Before deciding to continue the journey it is always advisable to take into account the possibility of bad weather during the next five days, and the fact that beyond the cape there are some long bits of open sea—i.e. where the coast is not sheltered by islands. A good sailor, of course, need pay no attention to this remark.

Never having been round the Nordkap myself, I must refer my readers to Murray for a description of the route beyond Hammerfest. Judging from what others have told me, the

coast scenery is very inferior to that south of Tromsö. Among the chief attractions this continuation of the voyage affords are—1. a sight of the Nordkap itself; 2. an island crowded with myriads of sea-birds, always ready to rise in a cloud at the report of a gun; 3. an occasional whale—sometimes a ‘school’ of them. These animals, however, are by no means uncommon all along the Arctic coast, and sometimes come up the fjords: indeed a fair-sized one rose to the surface of the *Storfjord* one day, a little in front of my boat. 4. A whaling establishment at Vadsö. The harpoon used in killing these whales is fired from a gun, and has a shell attached to it loaded with poison.

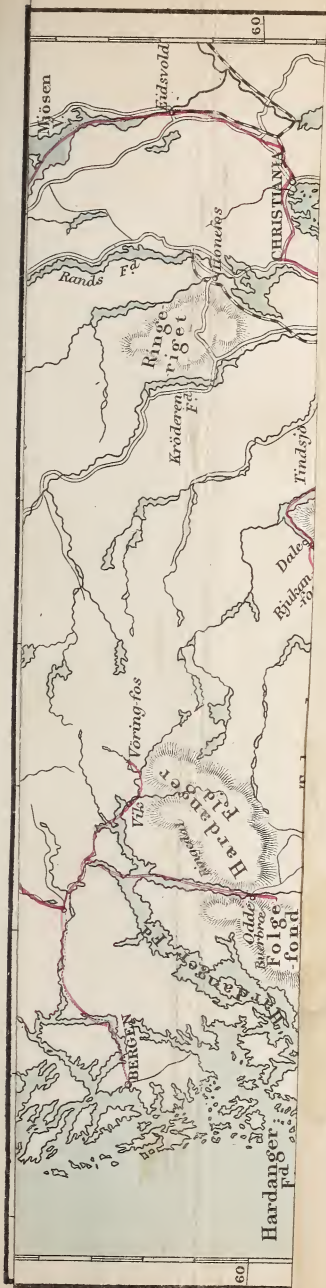
The Nordkap, or, as we call it, North Cape, is in reality only the bold headland of an island called *Magerö*, which is so near to the main-land that it almost forms a portion of it. The rock may be ascended by leaving the ship at a neighbouring station—near which I believe good quarters may be obtained—and remaining there till her return from Vadsö. To steam past this headland, which is about 60 miles north of Hammerfest, or, better still, to stand on the top of it, appears to be with many tourists a principal object of their three weeks’ voyage; and if, in addition to this, they succeed in making a hole in their coat by means of the midnight-sun and a burning-glass, their tour is rendered complete!

It may be well to observe here that the sun is above the horizon at midnight—roughly speaking—two months in the summer at Hammerfest, six weeks at Tromsö, and, as I before stated, up to the 10th July at Bodö. The altitude of the sun’s centre on the 21st June at the Nordkap is about 14° . In many cases, especially late in the season, you can only see the sun at 12 P.M. by ascending a hill, there being no sea-horizon from below.

The following are the stations, with the steamer’s times, between Hammerfest and Vadsö:—

Names of Stations	Times—going N.	Times—going S.
(Leave) Hammerfest	Wednesday, 2 A.M.	Wednesday, 12 A.M.
Rølsøhavn		
Havøesund		
Maasø		
Gjæsvær		
Kjelvig		
Repvaag		
Kistrand		
Sværholt		
Lebesby		
Kjøllefjord	Sunday morning
Mehavn		
Gamvig	Thursday morning	
Stangenæs		
Berlevaag		
Baadsfjord		
Syltefjord		
Havningberg		
(Arrive at) Vardø	Thursday night	
(Leave) Vardø	Friday, 12 P.M.	Saturday 8 A.M.
Vadsø	(Leave) Friday 12 P.M.

At some of the stations between Hammerfest and Vadsø the steamer calls only on certain trips specified in the published time-table for each summer.



COAST FROM THRONDHJEM TO THE NORTH CAPE

English Miles 10
Norik Miles 10

Map of NORWAY

English Miles
10 20 30 40 50 60 70
Norik Miles
1 2 3 4 5 6 7 8 9 10

The Routes described in the
Book are marked thus —





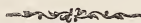
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